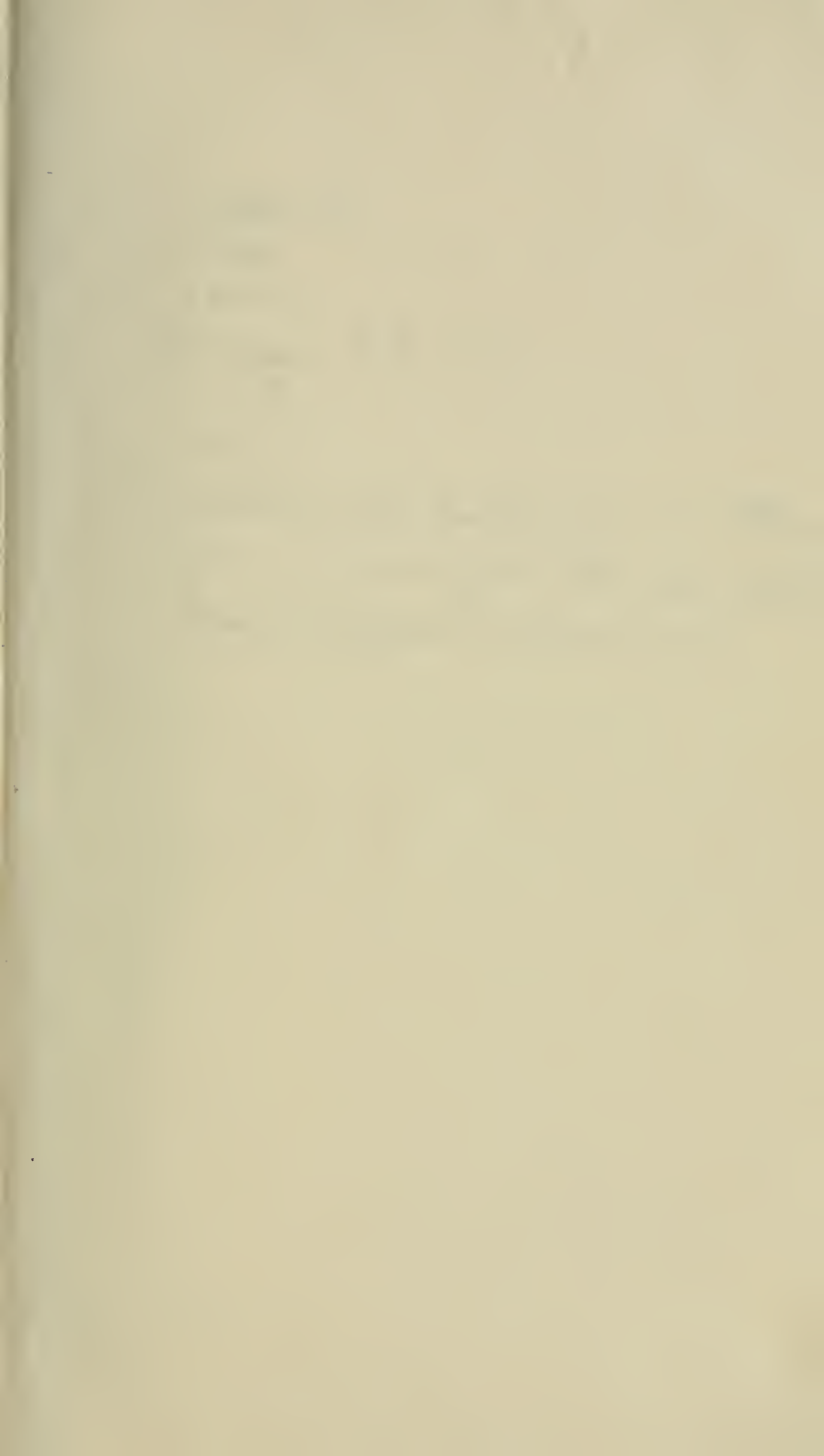



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ANNUAL REPORTS

OF THE

Massachusetts. Railroad Corp.

RAIL-ROAD CORPORATIONS

IN THE

STATE OF MASSACHUSETTS,

F O R 1 8 3 8 .

*Rep
385
M
Vol. 1*

Boston:

DUTTON AND WENTWORTH, STATE PRINTERS.

.....
1839.

6d	Indian Cakes	6d	Do Fish
6d	Hot Corn Bread	6d	Do Cla
6d	Hash	6d	Do Liv
6d	Stewed Kidneys	6d	Do Ha
6d	Beef Steak	6d	Do Bal
6d	Beef and Tea	6d	Do Tra B
6d	Cranberry Pie	6d	Do Hwn
6d	Mince Pie	6d	Do aan
6d	Apple Dumplings	6d	
6d	Apple Pie	6d	
6d	Teach Pie	6d	
6d	Plum Pie	6d	
6d	Apple Pie	6d	
6d	Rice or Mush and Milk	6d	

the Bay State Democrat, Esq., published which he says: "As long ago as about 1808, one of our fellow citizens, Dr. Abner Phelps, then residing in Belchertown, wrote, we urged him to bring the matter of the Albany Railroad before that body." If correct Dr. Phelps stands a fair chance of the father of American Railroads—in general very clear that he was the leading pioneer magnificent road which now levels the Mountains and lets the trade of the continent Boston harbor. As early as his report of '22 Phelps spoke favorable of the "Locomotive g-neg" though the report went on the supposition that the road would be travelled by horses. was not then supposed that Locomotives could surmount an elevation of more than 224 feet the mile. Experiments had then been made with expectations," but not high enough it seems to affect the pockets of capital. The only thing that could be spoken sensibly in the ears of prudence was about a road for horses, elevated a little on posts to keep clear of the snow drifts, and with turnouts or loops, by which stages might pass by slower carriages travelling in the same direction. Of course there were to be two tracks, for the travel in opposite directions, a plan, which it is a pity they did not preserve for their steam horses.—*Chronotype.*

We are glad to find that Dr. Phelps is getting the credit which he deserves. The history of the Railroad system in this country, when written will be full of interest. It appears from the Journal of the House of Representatives, that the first proposition concerning the western Railroad, was offered by Dr. Phelps on the first day of June 1826, the second day of the session. The following is the order:

"HOUSE OF REPRESENTATIVES,
June 1st, 1826.
"On motion of Mr. Phelps, of Boston,
"Ordered, That _____, with such a the Senate may join, by a Committee to consider the practicability and expediency of constructing a Railroad from Boston on the most eligible route."

THE CARPENTER'S ASSISTANT, comprising a succinct account of Egyptian, Grecian and Roman Architecture; also a description of the Tuscan, Doric, Ionic, Corinthian and Composite orders; together with illustrations, practical rules and tables for carpenters, for sale at the Cheap Bookstore, 75 State Street, by Wm. Brown. Illustrated with upwards of 60 plates, by Wm. Brown. my20
B. BLAKEMAN
R. & F. HARVEY, No. 7 Green st.
supply of those justly appreciated portable Patent BAKERS, which have given such universal satisfaction to our citizens for the last four years, (being made of cast iron in part,) they surpass any thing of the kind sold in this city for durability, economy, baking, &c.—being adapted for anthracite or charcoal. If those who purchase are not perfectly satisfied with them, after a fair trial, their money will be refunded. For sale wholesale and retail by
my20

Commonwealth of Massachusetts.

SENATE, February 15, 1839.

The Joint Standing Committee on Rail-ways and Canals, to whom were committed the Annual Reports of the Western, Boston and Lowell, Boston and Providence, Boston and Worcester, Norwich and Worcester, the Eastern, the Nashua and Lowell, Andover and Haverhill, the West Stockbridge, the Taunton Branch, and the Charlestown Branch Corporations, and that part of the Report of the Seekonk Branch Corporation, which relates to their receipts and expenditures, Report, that the same be printed for the use of the Legislature,

By order of the Committee,

L. CHILD, *Chairman.*

SENATE, February 15, 1839.

Accepted.

Sent down for concurrence,

CHARLES CALHOUN, *Clerk.*

HOUSE OF REPRESENTATIVES, February 15, 1839.

Concurred.

L. S. CUSHING, *Clerk.*

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THIRD ANNUAL REPORT
OF THE
ANDOVER AND HAVERHILL
RAIL-ROAD CORPORATION.

To the Honorable Legislature of the Commonwealth of Massachusetts :

The Directors of the Andover and Haverhill Rail-road Corporation do hereby make their Fourth Annual Report, of their acts and doings, receipts and expenditures, under their act of incorporation.

In their last annual report, it was stated, that the road had been completed to the bank of Merrimack river, in Bradford, opposite to Haverhill, and opened for use.

For the extension of the road from this place to the line of the State, the most westerly of the three routes, authorized by the Legislature, has been adopted by the directors.

This route crosses the Merrimack, about two hundred feet to the east of the present depot in Bradford, thence along the bank of Little river, to its junction with the Boston and Maine Rail-road, at the line of the State, being about three miles in length.

The grading of the first division of this last mentioned road, from the line of the State to Exeter, was commenced in October last, about five miles of the work is already completed, and it is understood, that the remaining portion of this division will be finished without delay.

At a meeting of the stockholders of the Andover and Haverhill Rail-road, held the seventh instant, they voted to request the directors to proceed immediately in the erection of a bridge across Merrimack river, and in the construction of the remaining part of the road to the New Hampshire line.

To build the Merrimack River Bridge, the necessary depot buildings in Haverhill, and to finish the road to the line of the State, will require an addition to the present capital, of one hundred thousand dollars.

The Andover and Haverhill Rail-road Corporation have contracted with the Boston and Maine Rail-road, to do and perform all the transportation of persons and freight upon and over said rail-road, when completed to Exeter, on such terms and conditions as appear by their contract, which is hereto appended.

It appears from the books and accounts of the treasurer, on the first of January instant, that the total amount of capital paid in, was two hundred and seventy-five thousand six hundred and forty-one dollars.

The total amount of expenditures the last year, was ninety-six thousand eight hundred and forty dollars and ninety-one cents.

For the repairs of the road, five thousand one hundred and fifty-two dollars and eighteen cents.

For repairs of engines and cars, one thousand eight hundred and forty-one dollars and seventy-eight cents.

Interest paid on State scrip, four thousand five hundred and eighty-three dollars and fifty-three cents.

All other miscellaneous expenses, including the toll paid to the Lowell Road, thirty-four thousand six hundred sixty-one dollars and two cents.

Also for unsettled accounts of the last year, for the construction of the road and unliquidated land damages, fifty-five thousand one hundred and eighty-five dollars and ninety-three cents.

The amount received the last year, for the transportation of passengers, was forty-two thousand nine hundred and fifty-two dollars, and seventy-nine cents. For freight, twelve thousand six hundred and sixty-four dollars. Other miscellaneous receipts, one thousand seven hundred and eighty dollars and five cents.

The amount received for stock was, forty-two thousand one hundred and eighty-five dollars and ninety-one cents. For State scrip, fifty thousand dollars.

The amount divided the last year, was nine thousand dollars; being three per cent. on three thousand shares, paid in October last.

All which is respectfully submitted.

HOBART CLARK,
EN. SILSBY,
THOMAS WEST,
AMOS ABBOTT,
SAMUEL A. WALKER,

ANDOVER, *January 29, 1839.*

Directors.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX ss.

January 29, 1839.

Then, Hobart Clark, Enoch Silsby, Thomas West, Amos Abbott, and Samuel A. Walker, appeared, and severally made oath, that the statement aforesaid was true, according to the best of their knowledge and belief.

Before me,

SAMUEL MERRILL, *Justice of the Peace.*

At a meeting of the Directors of the Andover and Haverhill Rail-road Corporation, held September 7th, A. D., 1838,

Voted, That the agreement with the Boston and Maine Rail-road of this date, be accepted, and that Hobart Clark, Esq., President of the Corporation, and one of the directors, be authorized to sign the same.

Said agreement is in the following words, to wit:

Whereas, at a meeting of the stockholders of the Andover and Haverhill Rail-road Corporation, holden at Brown's Tavern, in Haverhill, on the twenty-fifth day of August, in the year of our Lord, one thousand eight hundred and thirty-eight, specially called for the purpose, it was voted, that the directors of the Andover and Haverhill Rail-road Corporation be authorized to contract with the Boston and Maine Rail-road, to transport all the passengers and freight over said Boston and Maine Rail-road, for a term not exceeding five years from and after said road is completed to Exeter. Provided the same can be done, by paying said Boston and Maine Rail-road a sum not exceeding six per cent. interest, per annum, on a sum not exceeding two hundred thousand dollars.

And whereas, at a meeting of the stockholders of the Boston and Maine Rail-road, holden at Tucker's Tavern, in Plaistow, on the fifth day of September, in the year of our Lord one thousand eight hundred and thirty-eight, it was voted,—That the directors of the Boston and Maine Rail-road be and hereby are authorized to make such contract with the directors of the Andover and Haverhill Rail-road Corporation, for the transportation of passengers and freight, upon such terms and condi-

tions as they shall deem expedient, or the interests of the corporation shall require.

Now, therefore, this agreement made and entered into by the directors of the Andover and Haverhill Rail-road Corporation, of the one part, and the directors of the Boston and Maine Rail-road, of the other part, witnesseth :

That when said Boston and Maine Rail-road shall be fully completed, in all respects, and ready to be opened for use with convenient depots, from the line of the Commonwealth of Massachusetts, at Haverhill, to some convenient place in the town of Exeter,—in consideration of the sum hereinafter mentioned,—the directors of the Andover and Haverhill Rail-road Corporation shall take and hold full possession thereof for and during the term of five years from the time of taking possession, as aforesaid. That the said Andover and Haverhill Rail-road Corporation, shall pay, for the use of said Boston and Maine Rail-road, the sum of twelve thousand dollars annually, after taking possession of the same as aforesaid, to the treasurer of said corporation, and keep the same in good running repair during the term aforesaid, and give possession of said rail-road to the directors of the Boston and Maine Rail-road at the expiration of said term, in such repair, the necessary wear and decay of materials only excepted.

It is agreed, that the rail-road shall be constructed in the same manner and style, and shall be laid with the same kind of iron rail as the Andover and Haverhill Rail-road.

It is farther agreed, by the parties aforesaid, that in case of failure in any part of the construction of the Boston and Maine Rail-road, by reason of defect in the original construction of the road, the same is to be repaired at the expense of that corporation.

Provided, nevertheless, if the said road shall be constructed to any town beyond Exeter, the above contract is to be void.

Dated at Andover, the seventh day of September, A. D., 1838.

HOBART CLARK,

Director of B. & M. Rail-road, J. BURLEY,

Director of A. & H. Rail-road, ENOCH SILSBY,

At a meeting of the directors of the Andover and Haverhill Rail-road Corporation, Sept. 15, 1838, it was voted,—That the attested copy of the vote of the directors of the Boston and Maine Rail-road be put on record, to wit : “ At a meeting of the directors of the Boston and Maine Rail-road, held at the Granite Bank, Sept. 8th, 1838, it was voted,—That the agreement with the Andover and Haverhill Rail-road Corporation dated Sept. 7th, 1838, be accepted,—and that Hobart Clark, Esq., President of the corporation, and one of the directors be authorized to sign the same.

A true copy of record, Attest :

CHARLES CONNOR, *Clerk.*

A true copy of record, Attest :

JOHN FLINT,

Clerk of Andover and Haverill R. R. Cor.

SEVENTH ANNUAL REPORT

OF THE

BOSTON AND LOWELL

RAIL-ROAD CORPORATION.

To the Honorable the Legislature of the Commonwealth of Massachusetts :

The Directors of the Boston and Lowell Rail-road Corporation do hereby make their Seventh Annual Report of their acts and doings, receipts and expenditures, under their act of incorporation.

The total amount of capital paid in, is \$1,500,000 00

The amount expended the past year, exclusive of amount spent and charged to the cost of the road, is—

For repairs on the road, including \$4,295 90 for extra repairs and improvements, and removing snow,	15,734 90
For repairs on engines and cars,	10,945 77
For fuel, oil, salaries and other miscellaneous expenses,	48,917 27
	<hr/> \$75,597 94 <hr/>

The amount received the past year, is,—

For transporting passengers between Boston and Lowell,	\$94,569 10
For transporting merchandise “ “ “	76,236 47
“ transporting United States Mail,	1,000 00
“ transporting passengers for the Andover and Haverhill Rail-road Corporation over our road,	14,514 21
For transporting merchandise for the Andover and Haverhill Rail-road Corporation over our road,	3,482 55

For transporting passengers on the Nashua and Lowell

Rail-road as per agreement with that corporation,	1,976 24
	<u>\$191,778 57</u>

The amount divided during the past year is \$90,000, being six per cent. on the capital paid in—two dividends of three per cent. each.

Since the last annual report, in which an account was given in detail of the cost of the road up to that time, there has been expended towards the completion of the road, as follows:

For five miles second track, now complete from Boston to Wilmington, fifteen miles,	\$26,284 10
For land and buildings needed for merchandise at the Boston depot,	25,694 76
For a locomotive engine, and ten new merchandise cars,	9,290 00
“ sundry miscellaneous expenses,	\$1,881 38
“ superintendence,	2,400 00
“ land damages, &c.,	321 00
“ rail iron,	689 18
“ interest account,	708 33
	<u>5,999 89</u>
	\$67,268 75

Whole amount expended on cost of the road, and appurtenances, at the time of the last annual report,	1,508,394 75
--	--------------

Whole cost of the road to Nov. 30, 1838,	<u>\$1,575,663 50</u>
--	-----------------------

The amount of debt due from the corporation,	\$55,380 00
The balance of profits on hand, from which a dividend of four per cent., or \$60,000, is declared, and will be paid on 11th Feb. next, is	128,769 72
	<u>\$184,149 72</u>

The corporation have land on hand, for sale, cost, as appears by the books,	\$48,635 58
Cash balance on hand,	23,339 27
Notes and debts due the corporation,	36,511 37
	<u>108,486 22</u>
Balance,	<u>\$75,663 50</u>

The corporation having accepted the act of our Legislature of April 9th, 1838, it is now contemplated to increase our capital stock in a sum sufficient to pay off our debts, and for such other expenditures on the road as may be required.

All which is respectfully submitted.

JOSEPH TILDEN,
WM. APPLETON,
JOHN BRYANT,
P. T. JACKSON,
GEO. W. LYMAN.

SUFFOLK SS.

Boston, January 5, 1839.

Then personally appeared the aforementioned Joseph Tilden, Wm. Appleton, John Bryant, P. T. Jackson, and George W. Lyman, Esquires, and made oath to the truth of the foregoing statement, by them severally subscribed,

Before me,

MOSES L. HALE, *Justice of the Peace,*

SEVENTH ANNUAL REPORT

OF THE

BOSTON AND PROVIDENCE

RAIL-ROAD CORPORATION.

To the Honorable Legislature of the Commonwealth of Massachusetts :

The Directors of the Boston and Providence Rail-road Corporation do hereby make their Seventh Annual Report of their acts and doings, receipts and expenditures, under their Act of Incorporation.

During the past year they have incurred a considerable expense, in repairing, strengthening, and widening their bridges, in the erection of a new engine-house in Roxbury, of passenger-houses in Dedham and Canton, and in laying a second track from Boston to the Roxbury depot. They have also settled several claims for land and damages. The only remaining claim of much consequence is that for passing across the lands which are partially covered by water west of Boston Neck. This they have been long endeavoring to compromise, and they trust it will be settled during the current year.

They have modified their contract with the Taunton Branch Rail-road Corporation, for drawing their passenger and freight cars over our road, in conformity to the wishes of that Company. They have rescinded their contract with the Boston and New York Transportation Company in relation to the steam-boats, by mutual agreement.

The whole amount expended for construction of the road, buildings, and appurtenances during the past year is	\$21,948 33
The total amount of capital stock of this corporation paid in, is	\$1,782,000 00

The expenses of the company the past year, exclusive of those above mentioned in relation to construction, have been as follows :

For repairs of road, exclusive of bridges,	\$11,211 00	
“ repairs of bridges,	5,645 69	
	<hr/>	\$16,856 69
“ repairs of engines and cars,		19,953 02
“ amount paid to the Rhode Island Rail-road Com- pany for the lease of their road, bridge, and depot, under contract sanctioned by the Legislature,		6,468 10
“ other miscellaneous expenses,		76,766 47
		<hr/>
		\$120,044 28
		<hr/>

The receipts of the company during the past year have been as follows :

Cash received for transportation of passengers,	\$196,974 73
“ “ for transportation of merchandise,	64,148 92
“ “ for transportation of mail,	2,250 00
“ “ for rents,	1,741 50
“ “ from the sale of 981 shares of new stock, at an advance of \$3,303 23-100 beyond the par value, amounting to	\$101,403 23

The above advance is carried in the treasurer's books to interest account, leaving the balance of that account \$661 8-100 against the corporation.

The amount divided during the past year is \$136,312, being in two dividends.

The first dividend was declared in January, 1838, of 4 per cent. on the amount of capital stock then paid in, viz. on \$1,683,900, amounting to \$67,356 00

The second dividend was declared in July last, of 4 per cent. on the capital stock then paid in, viz. on \$1,723,900, amounting to 68,956 00

Total,	<hr/>	\$136,312 00
		<hr/>

All which is respectfully submitted.

JOSIAH QUINCY, Jr.,
JOSEPH W. REVERE,
JNO. F. LORING,
BENJ. R. NICHOLS,

Directors of the Boston and Providence Rail-road Corporation.

SUFFOLK, SS.

Boston, January 21st, 1839.

Then personally appeared the above named Josiah Quincy, Jun., Joseph W. Revere, John F. Loring, and B. R. Nichols, and made oath, that the above report was true according to the best of their knowledge and belief. Before me,

EDW. PICKERING, *Justice of the Peace.*

SEVENTH ANNUAL REPORT
OF THE
BOSTON AND WORCESTER
RAIL-ROAD CORPORATION.

To the Honorable Senate and House of Representatives of the Commonwealth of Massachusetts :

The Directors of the Boston and Worcester Rail-road Corporation, respectfully

R E P O R T :

That during the past year the passenger and freight trains of cars have run regularly between Boston and Worcester.

There has been, within the year, no loss of a regular trip of the passenger train arising from obstructions by snow or any other cause. There have been several instances of detention of the trains by snow storms or accidents, but of the 1366 trips, eight only have occupied more than four hours.

There has been no accident which has caused any personal injury to any passenger on the rail-road, either within the past year, or since the opening of the road.

Some small expenditures have been made within the year, in the erection and completion of buildings at the freight depot in Boston, and also in improving and securing some parts of the Road.

The whole amount of capital stock paid in, is	\$1,700,000 00
The expenditures within the year, exclusive of the amount charged to the construction of the road, amounted to	85,572 97
viz :	

For repairs of engines and cars,	\$15,672 24
“ repairs of road,	12,521 35
“ fuel used in engines,	12,854 28
“ oil and tallow for engines and cars,	1,985 82
“ clearing road of snow,	43 96
“ salaries and wages of officers, agents, and laborers of every description, taxes, insurance, and all other expenses,	42,495 32

The receipts of income from January 1, 1838, to January 1, 1839, amounted to \$212,325 03
viz :

For passengers,	\$112,032 43
“ freight, hauling gravel and mail,	94,827 31
“ rents and storage,	5,465 29

The amount of dividends declared within the year, was \$102,000 00
viz :

July 1, 1838, 3 per cent.,	\$51,000 00
January 1, 1839, 3 per cent.,	51,000 00

Before declaring the last dividend, the directors reserved for deterioration of perishable materials in the road, and depreciation of engines and cars, beyond the repairs, the sum of \$15,000.

NATHAN HALE,
DANIEL DENNY,
ELIPHALET WILLIAMS,
NATH'L HAMMOND,
WM. STURGIS.

BOSTON, *January* 17, 1839.

SUFFOLK SS.

January 17, 1839.

Sworn to, before me,

GEORGE MOREY, *Justice of the Peace.*

THIRD ANNUAL REPORT
OF THE
CHARLESTOWN BRANCH
RAIL-ROAD COMPANY.

To the Honorable Senate and House of Representatives of the Commonwealth of Massachusetts, in General Court assembled :

The Directors of the Charlestown Branch Rail-road Company, do hereby, respectfully, make their Third Annual Report of their acts and doings, receipts and expenditures, under their act of incorporation :

During the past year, the road has been completed from the junction with the Boston and Lowell Rail-road to Gray's Wharf, so called, in Charlestown, and the location from Gray's Wharf to Swett's Wharf, being the whole line of the road, has been filed with the commissioners for the county of Middlesex.

By a statement of the treasurer, made up to the 1st instant, it appears that the receipts of the company have been,—

From assessments,	\$50,125 00
“ loan,	5,000 00
Total,	<u>\$55,125 00</u>

The expenditures to the same date, as appears by said statement, have been,—

For engineering, surveying and other expenses,	\$2,600 03
“ land purchased,	\$1,618 00
“ damages for land taken,	2,000 67—3,625 67
“ construction of road,	47,496 49
Total,	<u>\$53,722 19</u>

In compliance with the fifth section of the act passed on 19th April, 1837, the directors further report :

The total amount of receipts from the date of the last annual report to 1st instant,—

From assessments,	\$29,825 00
“ loan,	5,000 00
Total,	<u>\$34,825 00</u>

The total amount of expenditures the same period,—

For miscellaneous expenses,	\$1,008 43
“ damages for land taken,	2,007 67
“ construction of the road,	30,671 83
Total,	<u>\$33,687 93</u>

All which is respectfully submitted.

CHARLES THOMPSON,
THOMAS C. SMITH,
ABIJAH GOODRIDGE,
EBEN'R BARKER,
S. VARNEY.

CHARLESTOWN, *Jan. 12, 1839.*

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX SS.

Charlestown, January 12th, 1839.

Personally appeared the abovenamed Charles Thompson, Thomas C. Smith, Abijah Goodridge, Ebenezer Barker, and Shadrach Varney, directors of the Charlestown Branch Rail-road Corporation, and severally made oath, that the foregoing report, by them respectively subscribed, is true, according to the best of their knowledge and belief.

Before me,

WM. WYMAN, *Justice of the Peace.*

THIRD ANNUAL REPORT
OF THE
EASTERN RAIL-ROAD CORPORATION.

To the Honorable the Legislature of the Commonwealth of Massachusetts :

The Directors of the Eastern Rail-road Company do hereby respectfully make their Third Annual Report of their acts and doings, receipts and expenditures, under their act of incorporation.

At the date of their last report about twelve miles of the road between Boston and Salem was mostly graded, and the bridges, culverts and other superstructures, on this part of the road nearly completed, and the iron rails and chairs, and other materials for the superstructure or railway, for the whole distance from Boston to Salem contracted for, and excepting the iron, mostly delivered.

The timely aid of the credit of the state, granted by the munificence and enlightened policy of the Legislature of the last year, to the amount of \$90,000, enabled the Directors, on the opening of the spring, notwithstanding the embarrassed state of the business of the country to proceed vigorously in the completion of the road, and it was confidently expected that it would have been opened early in July—an unexpected delay in the arrival of the iron rails and chairs disappointed this expectation, and the road was not opened until the latter part of the ensuing month.

On the 27th of August, the road was experimentally opened, and the stockholders and invited guests transported over it.

On the 28th, the road was opened for public travel, since which time, however, considerable additional work has been done in finishing the road-way, principally in cutting the side ditches, and other works

for the effectual draining of the cuts, and in widening in some cases the embankments, and in covering exposed parts of the marsh embankments with rubble, and in laying down additional turn outs, switches, &c. So that the directors believe the road to be in an excellent condition.

Allusion was made in the last annual report to the selection of the form of rail and chair, which provides for a greater elevation of the rail above the road bed, than has been usual in other roads. The experiment thus far has been very successful, the rail has proved to stand very firm, and the chairs have resisted the shocks of the engines and trains without failure, except in a very few instances. Considerable advantage is also anticipated from the greater elevation of the rail in case of deep snows, although from the favorable state of the winter, in this respect, thus far this advantage has not been tested.

The directors consider this a proper opportunity to express their conviction of the enlightened policy of former legislatures of the Commonwealth, in granting the credit of the state in aid of individual enterprise, in carrying on and completing the great chain of internal improvement, in the state of which the Eastern Rail-road forms in their opinion an important link. Commencing as it does upon the navigable tide waters of Boston harbor, below all bridges or other obstructions, and united by said waters with the depot of the great Western Rail-road, at the South Cove, and passing in its course directly upon the tide waters of the harbors at Lynn, at Salem, at Beverly, at Rowley, at Parker's river, and at Newburyport, and on its way near to the harbor of Ipswich; and after passing the Merrimack, when it shall be continued according to the original intention of its projectors, and of the Legislature, who granted the charter, coming upon the deep and navigable waters of the Piscataqua, always accessible to steamboat navigation from the far East, it is destined to form through its whole length, the important channel of communication between the great Western Rail-road, and the extensive and fast improving East.

There is also another and important fact connected with the Eastern Rail-road, which the directors believe adds much to its importance as a great public work, which is the density of the population immediately along its line. This circumstance alone, according to the experience already had on other rail-roads, similarly situated, will, it is believed, ensure it an ample income. Wherever there are large masses of population whose occupation leads them to travel, increased facility for travelling acts as a stimulus to the increase of communication, to a

degree not anticipated even by the most sanguine, and such has been the result on the Eastern Rail-road, so far as it has been completed. And the directors feel justified in expressing the opinion, that it has rarely, if ever, happened that so great an amount of public convenience has resulted from the completion of a line of rail-road communication, as has resulted in the opening of the road between Salem and Boston.

An act was passed by the Legislature on the day of April, 1837, extending the time for the completion of the road below Salem, for five years from the 30th of Sept. 1840, and soon after the opening of the road to Salem it became a question, whether the company should avail themselves of this extension, and delay the work upon that part of the road. To determine this question a very full meeting of the stockholders was held at Salem, on the 22d September last. At this meeting, the question was very fully considered, and the following resolves, proposed in a report of the directors were adopted with great unanimity, viz :

Resolved, That the Eastern Rail-road Company are pledged in good faith to go on and complete their rail-road as far as Newburyport.

Resolved, That the present time is the best time to proceed with the work of the road to its completion.

Resolved, That it is the wish of the stockholders, that the directors proceed with all the despatch consistent with due economy, to construct and complete the road to Newburyport.

Resolved, That whenever satisfactory assurances are given that the rail-road from Portsmouth to the Massachusetts line will be built, the directors be requested forthwith to put the road from Newburyport to the line of the State under contract.

Under these resolves, proposals were issued for the work of grading bridging and masonry upon the line from Salem to Newburyport, and contracts have been entered into for nearly all this work, at prices within the estimates of the engineer, with persons who, it is believed, are amply competent to complete their contracts. Under these contracts, the work is progressing with all the despatch consistent with due economy, and it is expected, that it will be completed and the road bed be ready for the superstructure or railway within the present year.

From a statement of the accounts of the treasurer, exhibited by that officer, it appears, that the cost of the road, as per his books, posted to

Dec. 31st, 1838, including expenditures eastward of Salem, and cost of surplus lands, has been as follows, viz :

Preliminary survey,	\$6,570 59
Engineering account,	28,915 77
Expense account,	7,322 75
Purchase at Lewis' wharf,	23,215 84
Land damages and fencing,	34,506 60
Salaries,	12,062 98
Depot wharves at East Boston,	69,648 50
Depot at Salem,	8,340 38
Cars and engines,	51,840 95
Grading, bridges, railway, East Boston Ferry, &c.,	589,478 94
	<hr/>
	\$831,903 30
	<hr/>

And the receipts have been as follows, viz :

Received from the State of Massachusetts,	\$290,000 00
Interest account and premium on State scrip,	3,549 36
From assessments,	470,575 00
	<hr/>
	\$764,124 36
	<hr/>

From a report of the superintendent exhibited by that officer, it appears, that the income arising from the business of the road, since it was opened up to the 31st Dec. 1838, has been as follows, viz :

Income from passengers,—

From Boston to Salem, 26,157½ tickets sold, at 50 cts.	\$13,078 75
“ do. 2d class, 635 “ 37½ “	238 12
“ Boston to Lynn and Marblehead, 11,303 “ 31 “	3,503 93
“ do. do. 2d class, 109 “ 25 “	27 25
“ Salem to Boston, 25,748 “ 50 “	12,874 00
“ do. 2d class, 175 “ 37½ “	65 62
“ Salem to Lynn, 4,614 “ 25 “	1,153 50
“ Lynn to Boston, 9,787½ “ 31 “	3,032 87
“ do. 2d class, 24 “ 25 “	6 00
“ Lynn to Salem, 4,493½ “ 25 “	1,123 37

From Marblehead to Boston, 1,723 tickets sold, at 31 cts.,	\$534	13
“ do. 2d class, 16	“ 25	“ 4 00
“ Marblehead to Salem, 24	“ 25	“ 6 00
Way passengers, received from them, \$1,510 91		
which sum averaged, equals, 3,595	“ 42 57-1000	1510 91
Military companies, rec'd from them \$263 91 which sum averaged, is equal to 628	“ 42 57-1000	263 91
	<hr/> 89,032½	<hr/> \$37,422 36

And that the current expenditures arising from the business of the road for one hundred and eight running days, from the opening of the road to Dec. 31, 1838, inclusive, (Sundays being excluded,) have been as follows, viz :

Repairs on the road,	\$1,795	20
“ of engines and cars, and work done in machine shop,	1,925	88
Fuel,	3,154	76
Salaries, wages and other expenses, including ferriages,	10,942	35
	<hr/> \$17,818	<hr/> 19

The whole income of the road has arisen from the carrying of passengers and their baggage, no merchandise trains having yet been run.

The foregoing account is made up to December 31st, 1838. Since that time, up to this time, January 18, 1839, 11,069 passengers have been carried, making a total since the opening of the road, of 100,101 passengers.

All which is respectfully submitted.

GEO. PEABODY,
ROBERT G. SHAW,
AMOS BINNEY,
FRANCIS J. OLIVER,
STEPHEN A. CHASE,
DANIEL ADAMS, 3d,
B. T. REED,
L. THORNDIKE,
ISAIAH BREED,

BOSTON, *January 18, 1839.*

Directors

SUFFOLK SS.

Boston, January 18th, 1839.

Then Robert G. Shaw, Amos Binney, F. J. Oliver, Daniel Adams, 3d, B. T. Reed, L. Thorndike, and I. Breed, appeared and severally made oath, and Stephen A. Chase affirmed, that the statement aforesaid was true, according to the best of their knowledge and belief.

Before me,

WM. FETTYPLACE, *Justice of the Peace,*

ESSEX SS.

January 19, 1839.

George Peabody, above named, makes oath that the foregoing statement by him subscribed, is, to the best of his knowledge and belief, true.

Before me,

NATH'L J. LORD, *Justice of the Peace.*

THIRD ANNUAL REPORT
OF THE
NASHUA AND LOWELL
RAIL-ROAD CORPORATION.

To the Honorable Legislature of the Commonwealth of Massachusetts :

The Directors of the Nashua and Lowell Rail-road Corporation respectfully submit this, their *Third Annual Report* of their acts and doings, receipts and expenditures under their charter of incorporation.

Since our last annual report, the work upon the road has been steadily progressing, notwithstanding the many pecuniary difficulties of the times, and on the eighth day of October last, the road was opened for the transportation of passengers to a temporary depot within about three-fourths of a mile of the terminus at Nashua. Since that time, the track has been completed, and on the twenty-fifth day of December, the permanent depot was prepared and the road opened through its whole extent. The road, however, is not fully completed, nor the arrangements for freight and passengers perfected, so that neither the total cost of the construction of the road, nor its present receipts and expenditures can now be given.

The following statement will exhibit a correct view of the financial affairs of the corporation, as they now appear from the books of the Treasurer, in those particulars required to be specified in the annual report.

The Receipts have been as follows :—

Amount received for stock to date,	.	.	.	\$236,275	21
“ “ for interest, &c.,	.	.	.	2,991	85
“ “ on loan of State scrip,	.	.	.	50,000	00
“ “ on other loans.	.	.	.	17,823	55
				<hr/>	
				\$307,090	61
“ “ for transportation of passengers, from October 8th to January 1, 1839.	.			6,114	21
				<hr/>	
Total Receipts to date,	.	.	.	\$313,204	82
				<hr/>	

The Expenditures have been as follows :—

Amount paid for land and fencing,	.	\$42,558	30
“ “ for grading and bridging,		95,534	14
“ “ for superstructure and rails,		91,898	11
“ “ for depots and fixtures,	.	7,775	64
“ “ for engineering and expenses,		16,589	76
“ “ for engines and cars,	.	25,583	49
		<hr/>	
“ “ for transportation of freight and passengers, (\$807 64 being for fuel,) . . .		4,185	34
“ “ for repairs of road, , . .		645	33
“ “ for repairs of engines and cars,		282	15
		<hr/>	
			5,112 82
			<hr/>
Total Expenditures to date,	.	.	.
			\$285,052 26
			<hr/>

It will be observed, that the above statement contains the *expenditures* up to this date, and the *receipts* to the first day of January only. Since that day there has accrued for the transportation of passengers and freight, a further sum estimated as follows :

Amount accrued from passengers from January 1, to January 22, about . . .	\$1,400	00
“ “ for freight from November 23, to date,	1,325	00
	<hr/>	
	\$2,725	00
	<hr/>	

Up to December fifteenth, an arrangement existed with the Boston and Lowell Rail-road Corporation, by which they were to do all the transportation, and receive one half of the gross receipts, until our engines and cars were in readiness for use. The amount so paid is included in the above statement. Since the road was opened, about 18,000 passengers have passed over it, being an average of more than 60,000 yearly. This number greatly exceeds the estimates heretofore offered by us, although the travel during the last three months has been less than the average of the year. The freight cars commenced running November twenty-third, and, although not in full operation, on account of the season, want of depot, and suitable accommodations, and other embarrassments, the freight now averages about thirty-five tons per day. Application has been made to your honorable body, to fix the rate of tolls to be paid by us for the use of the Boston and Lowell Rail-road, by which it is expected, that some inconveniences under which we now labor may be remedied, the amount of transportation much increased, and the public greatly benefited.

Not a share of the stock of the corporation has yet been sold for the non-payment of assessments, and the whole amount now due on the shares of delinquent stockholders is only about \$3,600.

The cars now run in connexion with the trains upon the Boston and Lowell Rail-road, making three trips each way daily for passengers, and one trip each way daily for freight. No accident to the passenger cars or passengers has occurred since the opening of the road.

Pursuant to the provisions of the act of your honorable body at the last session, to aid in the construction of this road, scrip or certificates have been received by the Treasurer of this Corporation from the Treasurer of the Commonwealth, to the amount of *fifty thousand dollars*. Being desirous of repaying the amount before the expiration of the period limited, we have thought it advisable not to make a sale of the bonds, but to borrow money upon their pledge, which has been done accordingly.

The road is not in such a state of completion at present, as to render a compliance with the requirements of the act of April 19, 1837, practicable on our part. We indulge the hope however, that it may be effected, as well as the apportionment of the cost of construction of the separate portions of the road lying within the two States, (commissioners for that purpose having been appointed in both States,) at some period during your present session.

The act passed by your honorable body at its last session, and re-enacted by the Legislature of New Hampshire, at its session in June last, authorizing the union of the two corporations in New Hampshire and Massachusetts, known by the name of the Nashua and Lowell Rail-road Corporation, in one body corporate, has been duly accepted, and such union effected. The act of your honorable body extending the time for the completion of our road, for the period of one year from the first day September last, has also been accepted.

All which is respectfully submitted.

DANIEL ABBOT,
JESSE BOWERS,
PETER CLARK,
ADIN HOLBROOK,
JOSEPH GREELY,
C. H. ATHERTON,
HENRY UPHAM,

January 23, 1839.

Directors.

HILLSBOROUGH SS.

Nashua, January 23, 1839.

Then personally appeared Daniel Abbott, Peter Clark, Jesse Bowers, Adin Holbrook, and Joseph Greely, directors of the Nashua and Lowell Rail-road Corporation, and severally made oath, that the statement aforesaid, was substantially true according to the best of their knowledge and belief.

Before me,

CHARLES J. FOX, *Justice of the Peace.*

SUFFOLK SS.

Boston, January 24, 1839.

Then personally appeared C. H. Atherton and Henry Upham, directors of the Nashua and Lowell Rail-road Corporation, and severally made oath that the statement aforesaid, was substantially true according to the best of their knowledge and belief.

Before me,

FRANCIS WELCH, *Justice of the Peace.*

THIRD ANNUAL REPORT
OF THE
NORWICH AND WORCESTER
RAIL-ROAD COMPANY.

To the Honorable Senate and House of Representatives of the Commonwealth of Massachusetts, now in session :

The Directors of the Norwich and Worcester Rail-road Company respectfully present their Third Annual Report, as follows :

Since their last annual report, the work upon the graduation, masonry and bridges of the rail-road has proceeded without interruption, and the road is entirely graded for the whole distance from Norwich to Worcester, with the exception of a few hundred feet, which will be finished at a small expense, in about a month from this time. The amount of funds received into the treasury of the company from all sources, up to the 31st Dec. 1838, as appears by the books of the treasurer, amount to the sum of seven hundred eighty-three thousand six hundred and seventeen dollars; and the whole amount expended up to the same date is seven hundred forty-two thousand, six hundred sixty-seven dollars forty-one three-fourths cents.

The company have adopted an edge rail of fifty-four and one half pounds weight per yard, with a chair of approved construction.

A contract has been perfected for the iron for the entire rail-road, to be delivered as soon as it can be manufactured and shipped to this country.

With the exception of one or two miles, contracts have been made for the delivery of the timber during this winter and spring, and unless there is some delay not anticipated in the manufacture or delivery of

the iron from Europe, the road will be in operation for the whole distance in the ensuing autumn.

The timber adopted for the superstructure are sleepers of white oak, chesnut or cedar, seven feet long, faced on two parallel sides to a width of five inches, and to measure not less than six inches in depth or thickness, the ends to be cut square and the bark removed. The sills of chesnut, hemlock or pine, eight by four inches, in lengths of eighteen feet or upwards. Under pieces of the same eight by four inches.

On such portions of the road, where the soil was not good, it has been removed and gravel put on to the depth of about two feet.

The connexion of the rail-road with the Boston and Worcester Railroad, at Worcester, will be convenient to both corporations; and will be so arranged, that the cars may readily pass from one road to the other; and at Norwich, the depot is at the steamboat wharf, and will be so constructed as to facilitate the transshipment of goods and passengers between the cars and the steamboat.

The act uniting the corporations in the states of Massachusetts and Connecticut requires that the accounts of the company shall be annually examined by the commissioners appointed by the governors of the states. Accompanying this report, and constituting a part of it, is the report of the commissioners on this subject.

It is, perhaps, proper to remark, that the directors have increased confidence in the value of this rail-road as a public work, as well as a private enterprise. They are persuaded, that the business which they have in their previous reports anticipated, has not been over-estimated.

That it will furnish a desirable route between Boston and New York, will afford important advantages to a densely populated and manufacturing section of country, and will afford a mutual benefit to city and country, by restoring, in no small degree, to the city of Boston the business from Connecticut, which has been for many years withdrawn.

From the small amount of work to be done on the masonry, bridges and dressing the road-bed, the directors are enabled to estimate with considerable accuracy, that the expenses for the graduation, masonry, and bridges, for the entire rail-road, will be \$526,545 85, being for fifty-eight and one-half, (the length of the road,) \$9,000 78 per mile.

The following statement, by the engineers of the company, presents an estimate of the expenditures and receipts of the company for one year after it is in full operation.

The estimate of expenses is deemed too high; at the same time, it is believed that the calculations of the probable business on the road is by no means overstated.

Estimate of the annual expenses, renewals, repairs, &c., on the Norwich and Worcester Rail-road :

1 Superintendent,	.	.	.	.	.	\$2,000 00
2 Masters of transportation, at	.	.	.	.	\$1,200	2,400 00
2 Clerks, at	.	.	.	.	800	1,600 00
50 Depot laborers and brakemen, at	.	.	.	.	350	17,500 00
8 Attendants at way depots and ticket offices, at	.	.	.	.	500	4,000 00
2 Termini ticket office clerks, at	.	.	.	.	800	1,600 00
3 Conductors, at	.	.	.	.	800	2,400 00
5 Enginemen, at	.	.	.	.	700	3,500 00
5 Firemen, at	.	.	.	.	350	1,750 00

78 men.

Secretary, treasurer, and other officers, say,	.	.	.	.	5,000 00
Office expenses, advertising, &c.,	.	.	.	.	2,000 00
					<u>\$43,750 00</u>

Depreciations, renewals, and repairs of engines, cars,					
buildings, &c., \$125,000, at 20 per cent.,	.	.	.	.	25,000 00
Repair of road, renewals, &c., 60 miles, at \$350,					21,000 00
Fuel and oil,	.	.	.	.	20,000 00
					<u>\$109,750 00</u>

Estimated annual receipts :

Say, 60 Boston and New York passengers each					
way, per day, equal to 120 passengers, at \$2,					\$240 00
Say, Worcester and way travel, equal to 60					
passengers over the road each way per day,					
or 120 passengers, at \$2,50,					300 00
Say 50 tons of freight, each way, per day, equal					
to 100 tons, at \$3,50,	.	.	.	.	350 00
					<u>\$890 00</u>

Receipts per year, 313 days, at \$890,00 per day,	.	.	.	.	\$278,570 00
Deduct annual expenses,	.	.	.	.	109,750 00
Balance,	.	.	.	.	<u>\$168,820 00</u>

Equal to 11½ per cent. on one and a half million of dollars capital. Three

times the amount of business estimated would add very little to the annual expenses.

All which is respectfully submitted.

JOHN A. ROCKWELL,
JNO. BREED,
J. G. W. TRUMBULL,
RUSSELL HUBBARD,
A. F. GILMAN,
THOMAS ROBINSON,
G. S. PERKINS,

Directors.

NORWICH, *January 31, 1839.*

NEW LONDON COUNTY SS.

February 9th, 1839.

Sworn to, before me,

GEORGE PERKINS, *Justice of the Peace.*

SUFFOLK SS.

City of Boston, February 12, 1839.

Personally appeared George L. Perkins, Esq., and made oath, that the foregoing report is true, according to his best knowledge and belief.

Before me,

WILLIAM STEPHENSON, *Justice of the Peace.*

We, the subscribers, commissioners of the Norwich and Worcester Rail-road Company, appointed by the governors of the states of Massachusetts and Connecticut, having examined the foregoing, believe it to be correct, and approve of the same.

JOHN DE WITT,

Commissioner for the State of Connecticut.

CHARLES HUDSON,

Commissioner for the State of Massachusetts.

At a meeting of the Commissioners of the Norwich and Worcester Rail-road Company, at Worcester, in the Commonwealth of Massachusetts, on the 31st day of January, 1839, for the purpose of investigating the accounts and expenditures of said company, and for deciding what sums of expenditures made by said company are applicable to that part of said road lying in the state of Connecticut, and also what part is chargeable to that part of said road lying in the state of Massachusetts.

And having examined the accounts of said company, we do find that since the last settlement of the accounts of said company, which were brought up to Dec. 1st, A. D. 1837, up to the 31st Dec. A. D. 1838, embracing a period of thirteen months, there has been expended by said company, in the engineer department, \$12,367 85, of which sum we apportion to that part of the rail-road lying in the State of Connecticut, the sum of \$8,245 23; and to the portion lying in the State of Massachusetts, \$4,122 62. In the carriage department, for cars, &c., there has been expended the sum of \$2,189 14; of which, we put to Connecticut, \$1,459 43; and to Massachusetts, \$729 71. For salaries, the sum of \$5,872 49½; of which, to Connecticut, \$3,915 00½, and to Massachusetts, \$1,957 49. For contingent expenses, the sum of \$3,424 73; of which, to Connecticut, \$2,283 15; to Massachusetts, \$1,141 58. For office expenses, \$737 82; of which, to Connecticut, \$491 88; to Massachusetts, \$245 94. And we find, by the books of said corporation, that there has been expended for real estate and land damages in Connecticut, \$45,198 22; for graduation, masonry and bridges in Connecticut, \$102,607 38½. For real estate and land damages in Massachusetts, \$23,963 42; for graduation, masonry and bridges in Massachusetts, \$69,180 19, making the sum total expended by said compa-

NORWICH AND WORCESTER RAIL-ROAD. [Feb.

ny, during the above period of thirteen months in Connecticut, to be \$164,200 20 $\frac{1}{4}$; in Massachusetts, \$101,340 95, making a total expenditure, during said period, of \$265,541 24 $\frac{1}{2}$.

To which, if be added the sums expended as by our last annual report, viz: in Massachusetts, \$115,276 89; in Connecticut, \$361,849 28 $\frac{1}{4}$, will show a total amount as expended by said company, up to the 31st Dec. A. D., 1838, of \$742,667 41 $\frac{1}{4}$.

Said Commissioners also find, upon examination of the books of said company, said corporation have kept distinct and separate accounts of the expenditures in Connecticut and Massachusetts respectively, agreeably to the acts of said states, creating the present Norwich and Worcester Rail-road Company.

All which is respectfully submitted, by

CHARLES HUDSON,

Commissioner for the State of Massachusetts.

JOHN DE WITT,

Commissioner for the State of Connecticut.

WORCESTER, Jan. 31, 1839.

THIRD ANNUAL REPORT

OF THE

SEEKONK BRANCH RAIL-ROAD COMPANY.

*To the Honorable General Court of the Commonwealth of Massachusetts,
begun and holden at Boston on the 1st Wednesday of January, A. D.,
1839 :*

The Directors of the Seekonk Branch Rail-road Company respectfully
report their acts and doings during the preceding year.

They have received the sum of . . . \$19,993 09

They have expended the sum of . . . \$21,235 06

The surplus of expenditure, and about three thousand dollars of the
receipts, have been furnished by two of the building committee, and the
remainder has been furnished by the share holders of the company.

All which is respectfully submitted.

TRISTAM BURGESS,
JOHN W. RICHMOND,
MOSES GUILD,
JONATHAN BLISS,

Directors.

CITY OF PROVIDENCE SS.

January 24, 1839.

Then appeared Tristram Burges, John W. Richmond, and Moses Guild, and severally made oath, that the foregoing statement was true, according to the best of their knowledge and belief.

Before me,

WALTER S. BURGESS, *Justice of the Peace.*

The other director, Richard J. Arnold, being absent in the state of Georgia, his attestation is not annexed.

FOURTH ANNUAL REPORT

OF THE

TAUNTON BRANCH R. ROAD CORPORATION.

To the Honorable Legislature of the Commonwealth of Massachusetts :

The Directors of the Taunton Branch Rail-road Corporation do hereby make the Fourth Annual Report of their acts and doings, receipts and expenditures.

On June 5, 1838, a new contract was entered into between this corporation and the Boston and Providence Rail-road Corporation, by which it is provided, that the passenger and merchandise cars of this corporation shall be transported, between the junction of the two rail-roads, at Mansfield, and Boston and Providence, respectively, by the locomotives of the Boston and Providence Rail-road Corporation; and that the latter corporation shall be entitled to receive the sum of fifty cents for each passenger, and the sum of one dollar for every ton of merchandise. This contract is to be in force for three years.

The total amount of capital paid in, is . . . \$249,825 00

The expenditures during the year ending November 30, 1838, have been as follows :—

Repairs on the rail-road,	\$1,799 09
Repairs on the engines and cars,	986 36
Miscellaneous expenses, including the amount paid to the Boston and Providence Rail-road Corporation for their proportion of the receipts, the cost of fencing the rail-road, interest, &c.	32,180 60
Total amount of expenditures,	\$34,966 05

The receipts during the year ending November 30, 1838, have been as follows:—

Amount of capital paid in,	\$21,600 00
Amount received for the transportation of passengers,	32,860 62
“ “ “ “ merchandise,	12,876 78
“ of other miscellaneous receipts,	2,999 59
Total amount of receipts,	<u>\$70,336 99</u>

Two dividends of three per cent. and two per cent., respectively, have been made in the course of the year, amounting, in the aggregate, to the sum of \$12,500.

All which is respectfully submitted.

THO. B. WALES,
JNO. F. LORING,
WM. A. CROCKER,
SAM. FROTHINGHAM,

Directors.

Boston, Dec. 11, 1838.

SUFFOLK, SS.

December 11, 1838.

Then personally appeared the above named T. B. Wales, Jno. F. Loring, W. A. Crocker, and S. Frothingham, and made oath that the above report was true, according to the best of their knowledge and belief.

Before me,

EDW. PICKERING, *Justice of the Peace.*

THIRD ANNUAL REPORT

OF THE

WESTERN RAIL-ROAD CORPORATION.

To the Honorable the Senate and House of Representatives of the Commonwealth of Massachusetts :

In presenting to the Legislature their *third* Annual Report, the Directors of the Western Rail-road Corporation deem it due to the Commonwealth, as a principal stockholder, and a guarantor of the credit of the corporation, to exhibit a *detailed* account of their operations during the past year,—of the present condition of the work which they have in charge,—and the prospects of its future advancement.

At the date of the last Report, the whole line of the road, *eastward* of Connecticut river, a distance of 54 miles, had, (with the exception of about two miles adjoining the river,) been put under contract for grading; the graduation of 27 miles of the lighter part of it had been completed; and the work was in progress upon the remaining 25 miles.

An opinion was then expressed, that, should no unfortunate obstacle interpose to delay, the whole of this part of the line would be graded and ready for the superstructure, by the spring of 1839.

Soon after that time, the two miles adjoining the river were put under contract, and the work of graduation upon all the unfinished sections, has since been vigorously prosecuted. At the present time there are about 52 miles fully graded; and, excepting at four points upon the line, the grading is already nearly finished. The excepted points are, at New Worcester—at the summit in Charlton—at Twelve Mile

Brook, in Wilbraham, and on the sections near Connecticut river. At all these places, excepting at the Charlton summit, for six or eight months prior to the grant by the last Legislature, the work was much retarded by the uncertainty which existed, whether funds would be provided for the prosecution of the enterprise. They are now, however, so much advanced as to justify the belief, that they will be ready for the rails in the month of May next. The lighter intermediate sections, upon portions of which the grading is yet unfinished, may easily be completed during the winter.

Of the masonry, little remains to be done, excepting the construction of a few road bridges, and these will be forwarded at an early day.

The rail-road bridges upon this part of the line were contracted for in May last. About half of them are constructed, and the materials for the residue are delivered, and they are now in preparation.

The tables and schedules annexed hereto will exhibit, more in detail, the quantity of work which had been done east of the river, up to the 30th of November, 1838, and that which then remained to be done. These embrace the quantity of earth, loose rock and solid rock excavated and remaining to be excavated; the masonry and bridging executed and remaining to be done; the number of rail-road bridges, road bridges and culverts; and schedules of the grades, curves, and of some of the larger cuttings and embankments; with a specification of the distances, by the road, between some prominent known points.

The attention of the Board has been seasonably directed to providing materials for the *superstructure* of the road east of the river. They have adopted the *edge rail* of the T pattern, weighing about 56 1-2 pounds to the yard. This is laid upon transverse sleepers of 7 inches, placed three feet apart from centre to centre; and these have their bearings, under the rail, upon longitudinal sills 8 inches by 3, which are wholly imbedded on a road-way of gravel or sand.

The timber for the superstructure has all been contracted for, and that for about 33 miles is already delivered. The residue will be received in season for early operations in the coming spring.

The *Iron* for about 17 miles of the road was purchased early the past year,—it has arrived and is principally delivered on the line; and that for the residue is contracted for, with orders for its shipment in season for the spring and summer operations.

In the mean time, about six miles of the track have been laid, ready for use, commencing 2 1-2 miles from Connecticut river and extend-

ing eastward. The laying of the residue of the rails will be commenced in the spring, and completed at the earliest practicable period.

The *Engines* and *Cars* necessary to put this part of the road in full operation, are under contract,—the former to be built at Lowell, and the latter at Worcester and Springfield; and it is believed they will be fully equal to any now in use in the country.

Suitable and convenient *Depot Lands* for the Stations have been secured at Worcester, Charlton, South Brookfield, West Brookfield, Warren, Palmer, Wilbraham and Springfield, and negotiations are in progress for lands for the same purpose, in the village of Clappville. These are all the points at which the Directors have, as yet, decided to locate the stations—thus providing for the trains to stop seven times between Worcester and Connecticut river, a distance of 54 miles. These lands have all been procured at the inconsiderable expense of \$4200.

The *Damages* for *Land* and *Fencing*, for the road way, have all been settled, with the exception of less than one mile at different intervals. And the few remaining claims are liquidated by agreement, or by adjudications of the county commissioners. The average cost, exclusive of half a mile in Worcester village, was formerly estimated at \$1240; and it proves to be about \$1250 per mile, including all incidental expenses of commissioners, referees and one jury. The number of separate claims thus adjusted, is about 350.

The directors have not been unmindful of the importance of persevering effort to open this part of the road for use at an early day. They have for some months directed the particular attention of the executive officers of the corporation to this object; and it is believed, no exertion has been wanting to accomplish it.

Although a great part of the road has been graded, and contracts have been made for the materials for the superstructure, and for the engines and cars, yet the undersigned beg leave to remind the friends of the enterprise, that much remains to be done, before the road can be efficiently opened for public use. In addition to the remaining part of the grading, masonry and bridging—the delivery, preparation, transportation, and proper distribution of the iron, plates, spikes, sills and sleepers for the superstructure—the laying down of 48 miles of track with the necessary turnouts—the preparation of the Depot grounds—the erection of the buildings at nine stations—the delivery and trial of the engines and cars—the means for the supply of water at the several stations—the erection of signs at the road-crossings—the purchase of fuel

for all the stations—and the employment and organization of the various subordinate officers required for the moving power, and for superintending the business of the road—will demand much time and labor on the part of all the officers of the corporation. It must also be borne in mind, that, although the various contracts are believed to be made with the most responsible men, yet the punctual fulfilment of their engagements is not within the control of the corporation; and a failure to perform any one of them, may cause serious embarrassment, and a delay of the work. It will be recollected, also, that while these various branches of labor are in progress, much of the attention of the officers must be directed to the whole line of 62.6 miles westward of the river.

In view of all these considerations, the undersigned think it would be hazardous to name, now, with certainty, any particular date at which the road east of Connecticut river will be in successful operation. It will be done at the earliest period, consistent with the great object in view. And, if no unforeseen obstacle interposes, they flatter themselves, that that event will not be postponed beyond the month of September next.

At the time of presenting our last Report, the field-work for the location of the road *westward of Connecticut river*, had just been completed, and the maps and estimates were in progress. The line of definite location passed through the towns of Westfield, Chester,—through the Pontoosuc valley, to the summit in Washington, and thence through Hinsdale, Dalton, Pittsfield and Richmond, to the State boundary. The order of the Board directing this location, had reserved, however, three points for subsequent decision, viz. the direction of the lines through the villages of Westfield and Pittsfield, and the western termination of the road—either at the Canaan Gap, in West Stockbridge, or at Hatch's Gap, in Richmond. It was then uncertain at which of these terminations, the friends of the Albany road would prefer to connect with our line. At the presentation of the Report upon our final location, it was, however, ascertained, as far as was then practicable, that their preferences were for the union at the Canaan Gap; and the Board established their location directly to that point; leaving the village of West Stockbridge about one mile south of the line. At the same time, the route passing a little north of the Common in Pittsfield, was also established. Farther information was required respecting the lines through Westfield, and a definite decision will, probably, now be made upon them in a few weeks.

The act of the last Legislature, in aid of the Corporation, required them, during the year 1838, to "commence the construction of such part of the road, lying between Springfield and Pittsfield, as would require the longest time for its completion; and to prosecute the same in such a manner, as to secure the completion of the whole road from Springfield to the western line of the State, as early as was practicable, with a due regard to economy." This provision accorded with the judgment and wishes of the Directors; and in pursuance of it, they, in March last, ordered about 34 1-2 miles of the western part of the road to be put under contract, extending from near Henry's tavern in Chester, to the State line, and including the heaviest part of the work, with a *proviso*, that upon about 11 1-2 miles of it, between the village of Pittsfield and the summit in Washington, the work should not commence, until it should be necessary, in order to ensure its completion by the time the more difficult sections should be graded. Under this order, the grading upon the remaining 23 miles was commenced in June last, and it has been prosecuted with as much efficiency as was practicable, to the present time. About five miles of it are already graded.

The stockholders in the western part of the State were early encouraged, that the part of the road west of Pittsfield, would be put in operation as soon as the part of the line eastward of Connecticut river. And the Board have always been strongly desirous to fulfil this expectation. The limited means of the treasury, however, during the latter part of the year 1837, and the winter of 1838, rendered it impossible for them to commence that work, without incurring obligations, which they had no means of meeting. But as soon as was practicable, after funds were provided by the liberality of the last Legislature, that division was let to efficient and responsible contractors, with express obligations in the contracts, to complete the grading by the 1st of July, 1839. And they have ever since been required to keep upon the heavier sections of it, as large a force as they could employ, without greatly disproportioned expense. And the Directors have, heretofore still indulged the hope, that the whole might be completed by the desired time. As the work has advanced, however, the character of the cuttings upon some of the heavier sections, has proved much more difficult than had been anticipated. And the Resident Engineer is now of opinion, that there are two of those sections which it will be impossible to finish, within the time specified in the contracts. But

no exertions will be spared to expedite this work, and to place the superstructure upon it, as soon as is practicable.

The work upon the 11 1-2 miles between Pittsfield and the Washington summit, will probably be commenced in the coming spring.

The Division from the summit to near Henry's, in Chester, a distance of about 11 1-2 miles through the Pontoosuc valley, embraces much very heavy rock excavation, and extensive embankments, with a large quantity of expensive and heavy masonry. The two summit sections have a long rock-cutting, a part of which is 58 feet deep, and two large embankments of 49 and 37 feet in height. The contractors for grading these, stipulate to finish them by the 1st of July, 1840; but in one contingency, they are to be allowed till the close of that year to perform the work. They are now proceeding with it very satisfactorily. But in the present state of the work no definite opinion can be formed, as to the time when it will be completed. The other sections of this Division may be graded somewhat within the time allowed for those at the summit.

The character of the country between Henry's and Connecticut river, being 28 miles, is such, as to need much less time for its grading than the summit Division, though there are points in the former which may require some 15 months. The Directors, therefore judged it impolitic to commence upon it during the past year. But it is now their wish to put it under contract soon, and to begin the work in the spring of 1839.

The time of commencing this work, and the mode of conducting it afterwards, may depend somewhat upon the question, whether an attempt should be made to open it for use, before, and independently of, the heavier summit Division. This question, again, depends upon the time when the summit sections will probably be graded. And it is supposed that *this* point cannot reasonably be ascertained before late in the next season, when the character of the rock cutting there, may be more clearly developed. If this should then forbid the hope of grading the summit sections before the close of 1840, the Directors would, probably, desire to have the 28 miles east of Henry's, then so far advanced, as to enable them to finish the grading of them in the Summer of 1840, and to open that part of the line for use in the course of that year.

If, on the contrary, it should, during the next season, appear, that the summit Division might all be prepared for the superstructure, by July, 1840, it would then be about as much advanced, as the work east of

it could well be, and the whole might probably be opened for use at the same time.

In thus setting forth the condition and future prospects of this Road, it may not be improper to state briefly, the condition of the enterprises of a similar character, with which it is proposed hereafter to connect it.

At its western termination, the Hudson and Berkshire Road has been completed and opened for use, within the last year, under prospects of business flattering to the friends of it. And that road has been extended to the village of West Stockbridge, a distance of 2 3-4 miles within this State.

Within the last month, a very large meeting of the friends of the Albany and West Stockbridge Rail-road has been holden at Albany, and energetic measures have been adopted to secure the prosecution of that work during the year 1839.

A Rail-road is also now in grading, which is to extend from the Sound at Bridgeport, in Connecticut, through the Housatonic valley to West Stockbridge.

One half of the New Haven and Hartford road is now in use, and the grading upon all the residue of it is advancing rapidly. Surveys are also now in progress for a rail-road from Hartford to Springfield, with a view to unite that with the Western road.

And the friends of the Worcester and Norwich road give strong assurances, that it will be in full operation before the close of 1839.

Soon after the passage of the act of February 21, 1838, authorizing the issuing of the scrip of the State, for two millions, one hundred thousand dollars, to aid the construction of the road, the Corporation, at an adjournment of their last annual meeting, assented to the provisions thereof, and they subsequently gave to the Commonwealth the security required thereby. And they have since that time made the collections upon the assessments due from the private Stockholders, which were prescribed by that act, to entitle them to receive *the whole of the scrip* thus authorized to be issued.

At the annual meeting of the Corporation in February last, all the Stockholders, Directors of the previous year, were re-elected.

OF THE FINANCES.

Within the last month, a full report has been made to the Board, upon the subject of the *Finances*, embracing the estimated cost of the whole work,—and the whole means provided therefor,—an account

of past expenditures and present resources—and the amount necessary for the future. The following is an abstract of that document.

Estimated Cost of the Road.

First. East of Connecticut river.

For graduation, masonry, bridging, superstructure, engines, cars, depot buildings, and Engineer Department, . . .	\$1,739,163 30
Miscellaneous expenses, including salaries, printing, stationary, rent of offices, expenses of Directors and Committees and all incidental expenses from Jan. 1836, to Dec. 1839, including \$8,000 for surveys in 1835,	\$34,652 72
Depot Lands,	4,000 00
Land damages and fencing 54 miles,	86,913 10
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Total cost east of the river,	\$1,864,729 12

Second. West of Connecticut River.

For graduation, masonry, bridging, superstructure, engines, cars, depot buildings, and Engineer Department, (the latter to December, 1840,)	\$2,213,493 47
Miscellaneous expenses to April 1, 1841, (including as before,)	28,497 12
Land damages, fencing and Depot lands,	84,452 02
Total cost west of the river, 62.6 miles,	2,326,442 61
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Total cost of the Road—116.6 miles,	\$4,191,171 73
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Resources of the Corporation.

Six assessments, being \$30, on 30,000 shares and interest available thereon, deducting probable losses,	\$910,643 30
Proceeds of State scrip of 1833,	2,100,000 00
Total resources,	3,010,643 30
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Balance, to be provided for,	\$1,180,528 43

Past Expenditures, and Resources for the future.

On Dec. 1, 1838, there had been expended and paid	1,259,619 11
Which left of available resources applicable to pay-	
ments after that date,	1,751,024 19
Amount estimated necessary to complete the road	
east of the river and put it in full operation,	755,027 66
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Balance, amount applicable west of the river after	
Dec. 1, 1838,	\$995,996 53
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If the residue of the road <i>west of the river</i> , should be put	
under contract, and the work on the whole, be com-	
menced by the first of March next, and be prosecuted	
in the same manner, as that <i>east</i> of the river has been	
heretofore conducted, viz., by pushing the heavier	
sections, as far as is consistent with a prudent economy,	
and the lighter ones only in such manner, as that the	
whole may be completed together, it is estimated that	
there will be required west of the river, by March 1,	
1840, for graduation, masonry, bridging and engineer	
department for the <i>whole line</i> , and for superstructure	
and buildings for stations, <i>between Pittsfield and the</i>	
<i>State line</i> , the sum of	
	778,770 64
Leaving on hand, March 1, 1840,	217,225 89
If the whole, including the lighter work, is advanced	
to completion as early as is practicable, consistently	
with economy, there will be required by March 1,	
1840, an expenditure of	
	898,770 64
Leaving on hand at that date	97,225 89

Both of these latter estimates are based upon the supposition that the contracts to be now made for grading the 28 miles, must be made, on condition that the Corporation shall have a right to suspend the work in the winter of 1840, if farther funds are not provided for completing the same. And it is supposed, that as favorable terms cannot be had for such contracts, as would be obtained, if no such contingency were to be provided for.

And it may not be amiss to add, also, that the contracts already made for grading the summit Division, being made when adequate

funds were secured for their completion, may, if those funds are divested in part to the grading of the 28 miles, be suspended also in the winter of 1840, if additional funds are not then provided.

It should be borne in mind also, that, as before stated, the 28 miles east of Henry's, can probably be graded ready for the superstructure, by July 1, 1840. And to provide against serious delay in opening that part of the road, the iron and other materials for the superstructure, and the engines and cars should be contracted for prior to the 1st of July, 1840. These, upon the estimate heretofore made, will cost about . \$300,000

And if it should be found that the summit Division can also be ready for the rails by July, 1840, provision should be made for the superstructure, and the engines and cars for the 23 miles between Henry's and Pittsfield before January 1, 1840—which will require about . 250,000 more.

Under the act of February last, the Treasurer has received the scrip of the State amounting to the sum of 900,000 00
Of this, there had been sold in England, at the date of the last advices, the amount of . 524,444 44
at an advance above the par value of from 2 1-2 to 4 per cent.

And the Treasurer of the Corporation has paid over to the Treasurer of the Commonwealth, the sum of . 55,550 35
on account of monies received by him, from the premium on sales of scrip, and the proceeds of Exchange; to be, by the Treasurer of the Commonwealth, placed at interest, as a part of the *Sinking Fund*, created by said act, for the final redemption of the scrip.

The whole scrip thus far issued, is made payable—both principal and interest—at the House of Baring, Brothers & Co., in London, who are constituted the agents of the Corporation therefor.

The Receipts and Expenditures of the Corporation for the year past, as stated by the Treasurer; are as follows, viz. :

RECEIPTS.

Balance on hand, as per last Report, January 3, 1838,	\$69,889 67
Amount since received on 3d Instalment,	11,875 00
“ “ 4th “	68,870 00
Amount since received on 5th Instalment,	112,270 00
“ “ 6th “	138,950 00
	<hr/>
	331,965 00
“ for sales of State scrip,	524,444 44
“ Exchange drawn against State scrip,	202,226 02
	<hr/>
	726,670 46
“ on account of Contingent Fund,	6,115 00
	<hr/>
	\$1,134,640 13

EXPENDITURES.

Amount paid for incidental expenses,	12,420 41
“ in Engineer department,	31,184 57
“ for Land damages,	67,322 11
“ Timber lands,	4,642 73
“ Construction, including Iron,	659,024 16
“ Depot lands,	2,286 00
“ Balance of Interest on loan,	3,704 59
Balance,	*354,055 56
	<hr/>
	1,134,640 13

* The balance consists of the following items :

Balance of cash account,	262,346 07
“ in hands of William H. Swift,	
Resident Engineer,	6,788 84
“ in hands of George Bliss, Agent,	1,415 92
Cash loaned on collateral,	81,000 00
Notes receivable,	80,158 11
	<hr/>
	431,708 94
Less Exchange account or sinking fund,	76,868 05
“ balance due Baring, Brothers & Co. Liverpool,	785 33
	<hr/>
	77,653 38
	<hr/>
	\$354,055 56

The following is a statement of the whole collections upon the six assessments laid on the Stock, up to December 31st, 1838.

No. of Assessment.	Time when Payable.	Amount of each Assessment.	Amount collected.	Amount now due.
First, .	Feb. 1, 1836,	150,000	150,000	
Second, .	April 15, 1836,	150,000	150,000	
Third, .	Jan. 16, 1837,	150,000	145,860	4,140
Fourth, .	Sept. 25, 1837,	150,000	143,970	6,030
Fifth, .	Nov. 15, 1837,	150,000	141,100	8,900
Sixth, .	June 11, 1838,	150,000	139,670	10,330
Totals, .	. .	900,000	870,600	29,400

The undersigned, from their first connexion with this enterprise as Directors, have felt that onerous duties and a heavy responsibility were devolved upon them, in the care of so extended a work. In the discharge of these duties they have ever been solicitous to watch, vigilantly, the expenditure of the funds of the Corporation. The active operations, which spread along a line of over 116 miles, necessarily require the employment of a considerable number of executive officers, directly or indirectly responsible to the Board. Through the agency of these officers the work is constructed, and all the disbursements are made. And the Board have felt it to be incumbent upon them, from time to time, to examine their proceedings, scrutinize their accounts, ascertain the manner in which their several duties were discharged, and personally to inspect their operations, both in the offices and in the field.

In furtherance of these objects, the Directors, in April last, appointed Messrs. Hudson and Walker, two of their number, "a committee with instructions to make a personal examination and inspection of the several lines located westward of the river, and of the work upon the line of the road, between Worcester and Springfield; to examine the mode of making contracts, and the terms of them, and the manner of their fulfilment; to inquire into the nature and extent of the duties devolving upon the agent and his assistant, and upon the engineers and their assistants, and the manner in which those duties are performed—in-

cluding an examination of the mode of doing business, and keeping accounts in the offices of the agent and engineers; to inquire into the titles procured for the track of the road, and the mode in which they are secured, and the propriety of the prices paid therefor; and, *in general*, to make a thorough inspection of all the business and affairs of the corporation, connected with the location and construction of the road."

After spending several days upon the line and in the offices, in the discharge of the various duties assigned to them, the Committee made a detailed report to the Directors, which was accepted by them. A copy of that report is hereto annexed, for the inspection of those who may desire to know the extent of the examination, and the results at which the Committee arrived.

The Directors have now made to the Legislature a full exposition of all the concerns of the corporation. The work which they have in charge is one of great interest and importance; and they were therefore desirous that information respecting it should be spread freely before the community. It is a *public* work—a work for posterity—one in the success of which the Commonwealth, and all its citizens, have a deep and permanent interest. And it was therefore due to the people, that its condition, its progress, its future prospects and wants, and all its varied relations, should be frankly exhibited to the *representatives* of the people. Without their *further aid*, the work cannot be completed. To their care and protection the undersigned commend it. If the enterprise has merits, they have no doubt that these will be duly appreciated. If it has wants, they have entire confidence that they will be provided for.

Boston, January 1, 1839. THOMAS B. WALES,
EDMUND DWIGHT,
JOHN HENSHAW,
JOSIAH QUINCY, JR.
ROBERT RANTOUL, JR. } *Directors.*
AMASA WALKER,
CHARLES HUDSON,
GEORGE BLISS, }

SUFFOLK, SS.—JAN. 16, 1839.

Sworn to, before me,

ELLIS GRAY LORING, *Justice of the Peace.*

Statement, exhibiting the amount of Earth, Loose Rock, and Solid Rock excavated, the number of perches of Masonry (of 25 cubic feet) laid, and the number of feet of Bridging completed, between Worcester and Connecticut River, on the 30th of November, 1838.

No. of Division.	Earth. Cubic Yards.	Loose Rock. Cubic Yards.	Solid Rock. Cubic Yards.	Masonry. Perches.	Bridging. Feet.
1	772,196	4,321	69,012	15,894	270
2	545,500	1,019	16,025	9,398	120
3	252,176	3,638	1,710	8,633	312
4	857,555	7,645	14,504	10,128	
Totals,	2,427,427	16,623	101,251	44,053	702

NOTE.—On the 1st Division, and on a part of the 2d, the contracts were made for earth and loose rock together. The quantity of loose rock cannot, therefore, be exhibited separately upon the sections which were contracted for in the above manner.

Statement, exhibiting the amount of Earth, Loose Rock, and Solid Rock, to be excavated, the number of perches of Masonry to be laid, and the number of feet of Bridging to be put up, between Worcester and Connecticut River, on 30th November, 1838.

No. of Division.	Earth. Cubic Yards.	Loose Rock. Cubic Yards.	Solid Rock. Cubic Yards.	Masonry. Perches.	Bridging. Feet.
1	112,800	.	6567	1500	71
2	12,554	.	106	700	174
3	58,194	900	1000	600	600
4	126,307	.	.	500	135
Totals,	309,825	900	7673	3300	980

Schedule of Grades, East of Connecticut River.

No. of Planes.	Inclination per mile—Feet.	Length of line on ea. Grade—Miles.	No. of Planes ascending—West.	No. of Planes descending—West.
5	Level.	2,071		
15	0 to 10 ft.	11,800		
11	10 to 20 ft.	8,317		
6	20 to 30 ft.	5,127		
8	30 to 40 ft.	11,375		
6	40 to 50 ft.	11,545		
1	51½ ft.	1,432		
1	60 ft.	2,500		
53	.	54,167	22	26

Schedule of Curves, East of Connecticut River.

No. of Curves.	Amount of Curvature—Degrees.		Length of Radius—Feet.	
13	½ degree	to 1 degree	11,459	to 5730
22	1 degree	to 2 degrees	5730	to 2865
21	2 degrees	to 3 degrees	2865	to 1910
4	3 degrees	to 4 degrees	1910	to 1432
1	—	5 degrees	1146	—
61				

Whole length of straight line—about 35 miles.

*Schedules of Bridges, Culverts, and large Cuttings, and Embankments,
East of Connecticut River.*

There are 24 rail-road bridges, from 12 to 175 feet long,
11 road and farm bridges,
110 box and open culverts,
8 arch culverts, from 8 to 35 feet span, and from 32 to
191 feet long.

Of the larger Cuttings, there are

10 of from 24 to 30 feet deep,
9 " 30 to 35 "
3 " 35 to 40 "
1 each of 43, 47, 52 and 80 feet deep.

Of the larger Embankments, there are

9 of from 24 to 30 feet high,
7 " 30 to 35 "
2 of 38 "
1 each of 48, 60, 63 and 63 feet high.

Schedule of Distances by the line of the Rail-road, from the Passenger Station House, on the east side of Grafton Street, Worcester, (which is 812 feet west of the junction of the Boston and Worcester Rail-road,) to sundry places on the line.

From the Passenger Station House, Worcester, to	TOWN.	Distance Miles.	Differ- ence. Miles.	Distance between Stations. Miles.
The Oxford road,	S. Leicester,	8 74		8 74
Leicester and Charlton road (near Jones')	Charlton,	11 98	3 24	
Summit,	do.	12 96	0 98	
Road by Hall's—Charlton station, .	do.	13 24	0 28	4 50
Road near Nathaniel Bemis, . .	Spencer,	17 50	4 26	
Five Mile River,	E. Brookfield,	19 78	2 28	
Brimfield road by Station land, .	S. Brookfield,	22 60	2 82	9 36
Do. do.	W. Brookfield,	25 32	2 72	2 72
Road by do.	Warren,	28 22	2 90	2 90
Blair's saw mill,	do.	31 69	3 47	
Road by Alonzo V. Blanchard's, .	Palmer,	37 69	6 00	
Road by Palmer Station, (J. Shaw's),	do.	39 10	1 41	10 88
Do. near Glover's store, . . .	Monson,	42 43	3 33	
Do. by Station, (N. Stevens,) .	Wilbraham,	46 96	4 53	7 86
Crossing Chicopee Falls road, .	Springfield,	51 93	4 97	
Station land, Main street, . .	do.	53 98	2 05	7 02
East Bank of Connecticut River, .	do.	54 16	0 18	
Add from junction of Boston and Worcester road, to Station House, Worcester, . . . . .	.	0 15		
Whole length of line east of River,	.	54 31		

WESTERN RAIL-ROAD OFFICE,
Worcester July 24, 1838. }

The Committee appointed by an order of the 12th of April last, "to examine the mode of making contracts, and the terms of them, and the manner of their fulfilment; to examine into the nature and extent of the duties devolving upon the agent and his assistant, and upon the engineers and their assistants, and the manner in which their duties are performed, including an examination of the mode of doing business and keeping accounts in the offices of the agent and engineers; to examine into the titles procured for the track of the road, and the mode in which they are secured, and the propriety of the prices paid therefor; and in general, to make a thorough inspection of all the business and affairs of the corporation connected with the location and construction of the road," ask leave to submit the following

R E P O R T :

The Committee in the discharge of their duty, passed over the road from Worcester to the line of the State at West Stockbridge, and viewed particularly all the principal points on the road; and found that the work was generally progressing as rapidly as is consistent with economy. The Committee turned their attention particularly to the duties devolving upon the agent and his assistant, and the engineer and his assistants. They called upon each of these officers, inspected their books, and inquired into the character and amount of the labors they had to perform; and the examination resulted in a full conviction, that the labors were sufficient to employ those officers every hour of their time. As these duties were more numerous and arduous than the Committee had anticipated, they will give a brief description of them; and if the information is not needed by others, it will at least show that the Committee were somewhat particular in their inquiries.

The resident engineer it is well known, has the general supervision of the location and construction of the road. As a great part of his duties are connected with those of his assistants, we will not enlarge

upon them here ; believing that a description of the assistants' labors, all of which pass under his inspection, will give some view of the amount of labor he has to perform.

The assistant engineers have each a division of the road of from eight to twenty miles in length. Their labors are various. As some of them have been upon the road from the first, we will begin with the trial surveys. After a general view of the country, a line is run, and the courses, distances, and altitudes are carefully noted. After these field labors are performed, a computation is made, and if the result does not come within the limits prescribed by the resident engineer, that line is abandoned, and another is sought. Much time and labor are necessarily spent in fixing upon the approximate location. This is required by the strictest economy. A few days or even weeks spent in avoiding a deep cut, a heavy embankment, a sharp curve, or a high grade, might save the corporation more than a year's salary of one of these officers. When the approximate location is agreed upon, the line is carefully run in stations of 100 feet, and the curves together with the rise and fall noted. In addition to this, cross sections are taken at every station, noting the rise and fall of the land on the right and left of the centre line, and if the surface of the ground changes as it frequently must between the stations, cross sections are taken at such intermediate points. The field labor being thus accomplished, the assistant makes a plan and profile of the route, ascertains the grade, plats the cross sections, and estimates mathematically, the grade, deflection, and the amount of cutting and filling, the number of bridges, and the amount of masonry. In some cases of course, two or more lines present themselves, so nearly equal in their claims, that a preference cannot be given until all this process is gone through with, and the results compared. Other examinations must be made out of the line of the road. If earth is to be wasted, reference must be had to the place for its deposit; if earth is to be borrowed, a place must be selected from which to obtain it, swamps must be sounded and hills bored, and the nature of the soil and materials ascertained with as much accuracy as possible. After all these surveys and estimates are made, they are recorded by the assistant in a book kept for that purpose. The result of all these are submitted to the resident engineer; and during the progress of the surveys, his advice and personal attendance are frequently required.

When the location is fixed, and the road put under contract, the assistants have to go over their divisions ranging in length from ten to

twenty miles, and mark the number of feet of cut or fill at each station, and also erect the slope stakes. The work is commenced and the centre stakes of course removed on that part of the line, and the slope stakes, by design or accident, are frequently pulled up. If left to themselves, the workmen would be likely to get out of the line, or below the grade. It is necessary therefore, that the assistant or some one under him, should be upon the ground almost daily. These stakes must be frequently replaced, and the centres run.

Another important item in the construction of the road, and the labor of the assistants, is the masonry. This requires almost constant inspection. The value of masonry must depend very much upon the character of the materials used; and in the absence of an inspector the contractor might use improper materials; and inspection here is more necessary during the progress of the work, as a fraud could not, in many cases, be detected after the work is completed.

The labors of the assistants in relation to the masonry is heightened by the fact, that the foundation for all bridges and principal culverts is not included in the contracts, but is laid by the day. This renders the presence of the assistant the more important, as he has not only to inspect the work, but to see that the hands labor industriously. Another important field of labor for the assistants is this: the contracts for the grading are made for a specific sum for excavating every cubic yard of earth; another and greater sum for every yard of loose rock, and a still greater sum for every yard of solid rock. All rocks up to a certain size are, by the contract, deemed to be earth; from that size up to another given size, they are deemed to be loose rock, and all above that, solid rock. In some sections, where rocks abound, the presence of the assistant is required almost hourly, to examine the stone and decide to which particular class they belong; otherwise, the contractor might pass off for loose rock what ought to be considered earth, and for solid rock what should be deemed loose rock.

In the progress of the work, unforeseen obstacles frequently present themselves, rendering it expedient to change the grade or the location. This requires the time and the attention of the assistant. There is also a class of periodical labors which devolve upon these officers. The contractors are paid every month; this renders it necessary that the work done on the whole division should be measured and estimated once in thirty days, and the amount painted upon the profile and transmitted to the office of the resident engineer. This throws a large amount of labor upon the assistants in the short space of a few

days. Add to this, when the work is completed the whole is accurately measured and estimated, section by section, to furnish the basis for the final settlement with the contractors.

There is also a large amount of office labors to be performed. Accurate plans must be made to file with the County Commissioners; every land owner has a right by statute to demand a plan of his land before it is entered upon. This is furnished by the assistant. The agent requires a plan or an accurate description of the location by which to frame his deeds and settle the land damages. The working plans for the masonry form a considerable item. There is another branch of labor connected with the masonry. The contractors took the stone where they could get them easiest, without any reference to the cost to the Corporation for damages to land. This system entailed upon the assistants the labor of settling the damages for taking stone. This system is now generally abandoned, and it is made the duty of the assistant to select the stone and negotiate with the land owners for the damages. In some cases of land damages it is found expedient to buy the farm or lot crossed by the road; in such cases, the assistant has to survey the land and make out a plan for the agent. These labors, minute as some of them may appear, cannot well be dispensed with economically. In various respects, in ways almost innumerable, these officers can save the Corporation more than the amount of their pay. Take a section where there is, by estimate, an excess of excavation over the embankment of, say, 500 yards. The contractor might find it for his interest to waste this amount before he completed his embankment. But it may so happen that some part of the earth under the embankment may give way, and let the embankment settle, and this supposed excess may be needed to bring it up to grade. An engineer on the spot, seeing an indication in the earth under the embankment to give way, will immediately arrest the wasting of earth, and order it to be carried and placed upon the embankment which is settling. In this way the Corporation may be saved from the charge of land damages, by borrowing earth out of the line of the road, and perhaps from land damages by wasting earth upon it; and also from the expense of paying for double excavation.

Of nearly the same character is another saving that may be made by the constant inspection of the assistant. Different kinds of earth shrink in different ratios by being removed. This shrinkage may vary the supposed balance of cut and fill so as to affect the borrowing or wasting. The assistant, by observing the nature of the soil, may give

directions to the contractor, so as to have the excavation and embankment balance each other; and thus save the expense of wasting and borrowing. Whereas the contractor, whose interest is different from that of the Corporation, might answer his end better by borrowing in one place and wasting in another, though it might subject the Corporation to an extra charge.

These labors, or something like them, devolve upon each assistant or master of a division. The assistants have generally four persons under them, who aid them in the performance of their labors, and who receive from one to two dollars per day for their services, and find themselves. We have remarked before, what every one knows, that the Resident Engineer has the general supervision of the whole road. All the business of the Assistant Engineers passes under his inspection, and all difficult parts of the road receive his personal examination. He is also liable to be called unexpectedly to distant parts of the line. When any thing of a difficult character presents itself, the Assistant immediately calls upon the Resident Engineer, who must immediately, either in person, or by letter, give the information needed. The Resident Engineer is also associated with the agent in putting the road under contract, and in obtaining the necessary materials for bridges, superstructure, &c. Perhaps we cannot better describe the labors of the Resident Engineer in this respect, than by giving a brief account of the manner in which the contracts for grading are made. The road is divided into sections, so as to have the excavations and embankments balance each other as nearly as practicable. They then advertise for proposals for each section. When the proposals have come in, they are all arranged and recorded by the Engineer. If the proposals are reasonable, they close with the lowest responsible bidder; if the proposals are not reasonably low in any case, that section is reserved for a future contract. When the proposals are closed with, a written agreement is entered into, and signed and delivered in the presence of witnesses, by which the Corporation, by their agent, agree to pay so much per cubic yard for excavating earth, so much for loose rock, so much for solid rock, and so much for masonry, &c. And the contractor agrees on his part to do the work in a given time, to the acceptance of the Engineer. One distinguishing feature in these instruments is, that the Engineer has almost unlimited power over the contract, and may change, modify or annul it, at his pleasure.

This throws great responsibility upon the Engineer, together with no small share of labor. All the money expended for the graduation

and masonry is disbursed by the Engineer. The oversight of more than 100 miles of road, and the labors connected therewith, must necessarily employ the time of one individual. The manner in which the contractors are paid, is attended with some extra labor. We have before said, that the assistants measure and estimate the amount of work done on each section every month. These returns are made to the Engineer, and from these data the monthly pay is made out; but to ensure the completion of the work, or to save harmless the Corporation in case of failure, a certain amount is retained by the Engineer. There is necessarily a large amount of clerical labor devolving upon the Engineer. Correspondence must be had, copies of which are retained in his office; accounts of all money received and disbursed there must consume considerable time. His extended line of road requires him frequently to be from home, and hence much time must be expended in travelling.

The Committee also inquired into the character and amount of labor devolving upon the agent and his assistant. Their principal duties relate to land damages, though these are not by any means their only duties. The general plan of operations in relation to land damages is this. The agent goes over the line and ascertains the names of the land owners, and obtains a release of the land in all cases where it is practicable before the location is made. But in most cases this cannot be done; in which event the agent goes over the road, measures the length of each man's land on the line of the road, ascertains the width of the location at all parts, and then commences a negotiation with the land owner. This requires much time and patience. The first attempts to negotiate generally prove abortive. Land owners, for the most part, are unwilling that their farms or lots should be cut up, and it generally so happens that the road, in their estimation, crosses their land just where they are the most unwilling to part with it. It is a new subject to them; they are not prepared to act then; they want a little time to consider of it—to see how they are to be affected by the road, or to ascertain what damages their neighbor obtains. Their tale of grievances must be listened to; the descent of the property, the productiveness of the soil, the richness of the corporation, the arbitrary character of the law by which the Corporation are authorized to take the land of the citizen without his consent—all these and many other things must be related, and heard too, with a great degree of patience; and then, after spending an hour or two, the agent is told that he will do nothing at that time; if he will call again he will talk with him on the subject. Or, if terms are offered by the land owner, they are gen-

erally so high that they cannot be complied with. Visit after visit must generally be made before the negotiation can be closed.

In this way much time must be spent, and but little is brought to pass. If some are more reasonable and agree at once, others are more unreasonable and will not agree at all. In such cases, after a fruitless negotiation, the County Commissioners must be called upon to appraise the damages; this, perhaps, is followed by an appeal to a Jury. In all such cases the Agent, or some one authorized by him, must be present, and to present the case to the Commissioners or Jury. It also frequently happens, that the owner lives at a distance, or that the land is held in common by a number of individuals, or is in the hands of Guardians, or Administrators, or Trustees, all of which circumstances impede the negotiation, and increase the labor of the Agent.

Another no inconsiderable amount of labor connected with this business, relates to the titles of the land. The Agent, in all doubtful cases, examines the records to see if the land is free from incumbrances, and to ascertain in whom the fee is. After he is satisfied on these points, and the negotiation is closed, the Agent makes out a Deed of the land taken, and has it recorded in the Registry of Deeds for the County where the land is situated. These deeds are very minute, describing the land by the foot, and occupy two or three times the space of ordinary Deeds.

This branch of the Agent's business is of the most perplexing character, and must necessarily consume much time. It is also important to the Corporation, that it should be managed with great caution and prudence, and, consequently, with much delay. The saving to the Corporation of a cattle culvert, or a farm bridge, will generally more than compensate for weeks of time spent in negotiation. And experience has shown, that negotiations, though protracted, are to be preferred on the ground of economy, to the calling out of the Commissioners.

The crossing of highways, in some cases, imposes considerable labor upon the Agent. When the highway is to be raised or lowered, or its location to be changed, the Selectmen or Commissioners are to be called upon, and the case is to be decided after a hearing of the parties. The Agent performs the professional duties for the Corporation,—such as appearing before the Commissioners, Juries, and the like. The negotiation which has been going on in relation to the Pontoosuc Turnpike, has occupied some of the Agent's time. He also, as we have before remarked, makes in connection with the Engineer, all the contracts for the grading of the road, and the purchase of lumber for bridges, and for the superstructure of the road. The contracts for lumber have, in

most cases, been made at a distance. The inhabitants on the line of the road, supposing the Corporation to be within their power, have generally, it is thought, been somewhat exorbitant in their demands for lumber. This has subjected the Agent to the necessity of seeking supplies at a distance. He has, also, in several cases, purchased land with wood standing thereon, for the purpose of obtaining lumber cheaper than it could be bought of individuals.

The Office labors of the Agent are very considerable. His correspondence must be somewhat extensive, all of which is a matter of record; the receipts and expenditures of the department, must all be recorded; abstracts of all contracts are entered in a book kept for that purpose, and copies of them are furnished to the Engineer and to his assistant on the part of the road to which they relate. These, together with the deeds, releases, &c., make a large amount of clerical labor. The Committee examined the books and papers in the Offices of all the Departments, and found them neatly, and, as far as they could judge from a very cursory examination, correctly kept.

On the whole, the Committee are fully satisfied, that there is business enough in each of the Departments, to engross the whole time of the several Officers employed, and in the Agent's Department, extra labor, at times, is indispensable.

Nor are the Committee aware, from any thing they could discover, or learn from others, that any of these Officers were neglectful of their duties. They were, on the contrary, pleased with the active business talents exhibited by the different Officers. And, from inquiries made of individuals on the line of the road, they learned that there was an impression among those who had done business with him, that the Agent was active and shrewd, and managed the business of his Department wisely for the Corporation. The Committee believe, from what they have been able to discover, that they can congratulate the Board and Corporation, upon their good fortune in selecting wise, judicious and faithful Officers in all the Departments of their business.

One branch of the order required the Committee to examine the manner of the fulfilment of contracts. We are not exactly aware of the import of these instructions. We have already stated, that the contracts for grading and masonry, are to be fulfilled to the acceptance of the Engineer. The contracts for sleepers, &c., require that they should be certain kinds of wood, and of a given size; the contracts for land are fulfilled by the giving of a deed. If this is what was contemplated by the order, we have complied with its provisions. But if it is intended that the Committee should examine, personally, the work in the one

case, and the materials in the other, they have not done it to any considerable extent ; nor can it be done until the work is accomplished, and the materials delivered. Wherever the work was finished, it appeared to be of the most substantial kind, and executed in the best manner.

Having stated thus minutely the result of their inquiries, the Committee submit the whole subject to the consideration of the Board.

CHARLES HUDSON, }
AMASA WALKER, } *Committee.*

ERRATA.—Page 54, line 1, for “*divested*” read “*diverted*,”—same page, line 10, for “*July*” read “*January*.”

FIRST REPORT

OF THE

WEST STOCKBRIDGE RAIL-ROAD
CORPORATION.

To the Honorable the Legislature of the State of Massachusetts :

The Directors of the West Stockbridge Rail-road Corporation do hereby make their First Report of their acts and doings, under their act of incorporation, so far as their peculiar position will admit.

This company was organized, under its charter, on the twenty-sixth day of April, 1838, and, supposing that your honorable body might give us permission to unite our stock with that of the Hudson and Berkshire Rail-road, and that this union would be effected within one year from the time of our first organization, it was expected that it would be unnecessary to render any report at this time. Our charter was obtained for the purpose of extending the Hudson and Berkshire Rail-road to the village of West Stockbridge, so as to complete the line of communication from the Hudson river to the county of Berkshire. From the first, it was apparent to all that the West Stockbridge Rail-road, in order to be profitable to the stockholders and useful to the public, must ultimately be united with the Hudson and Berkshire road, and resolutions were early passed by both boards declaratory of the intention of the companies to form this union, so soon as permission could be obtained from your honorable body. We have consequently

purchased no cars, engines, or other appurtenances for our road, but have permitted the Hudson and Berkshire Corporation to run their engines and cars over it, without any definite arrangement as to its use, except that the whole matter stands referred for the action of a committee from both boards of directors, when permission is granted to unite the stocks. We entertain the hope, that your honorable body will consider the above *reasons* why a more detailed report could not be rendered as satisfactory.

The whole amount of our subscription in Berkshire county, is	\$13,900 00
A bond obligating the Hudson and Berkshire R. R. Co. to subscribe	7,500 00
	<hr/>
	\$21,400 00

The directors have received from the Berkshire subscription,	\$6,595 00
Advanced by the directors,	2,981 25
	<hr/>
	\$9,576 25

The Hudson and Berkshire Rail-road Corporation have furnished the whole superstructure, and have laid down the same. They have also commenced a stone building, now nearly roofed in, 100 feet by 50, intended for the depot. They have, in addition, commenced filling in some low grounds around the eastern terminus of the road, in order to render it more commodious.

No account has been rendered by the Hudson and Berkshire Rail-road Corporation of the expense of these several operations, and we can therefore give no statement in regard to it.

We have expended for grading and bridges,	\$8,695 85
“ “ for land damages, fencing, engineering, and incidental charges,	868 91
	<hr/>
	\$9,564 76

The length of the road is 2 3-4 miles nearly. The roadway is graded to a width of 14 feet at top. The superstructure consists, first, of a subsill, 10 in. by 4 in.; second, of ties about 6 in. by 7 in.; third, of rails 6 in. square; fourth, the iron bar, 2 1-2 in. wide by 5-8 of an inch thick. The timber is principally chesnut, the production of the surrounding country.

The chief engineer, who resides at Hudson, has, within a few days, sent for the maps and plans belonging to the company, and we cannot, therefore, at this time, comply with the statute in regard to the planes and curves. The road, however, is nearly level, and there is probably no curve with a radius less than two thousand feet.

All which is respectfully submitted.

CHA'S B. BOYNTON,
ERASTUS CROCKER,
DANIEL SPENCER, JR.
SYLVESTER SPENCER,
HUBBARD FOX.

West Stockbridge, January 23, 1839.

BERKSHIRE, SS.

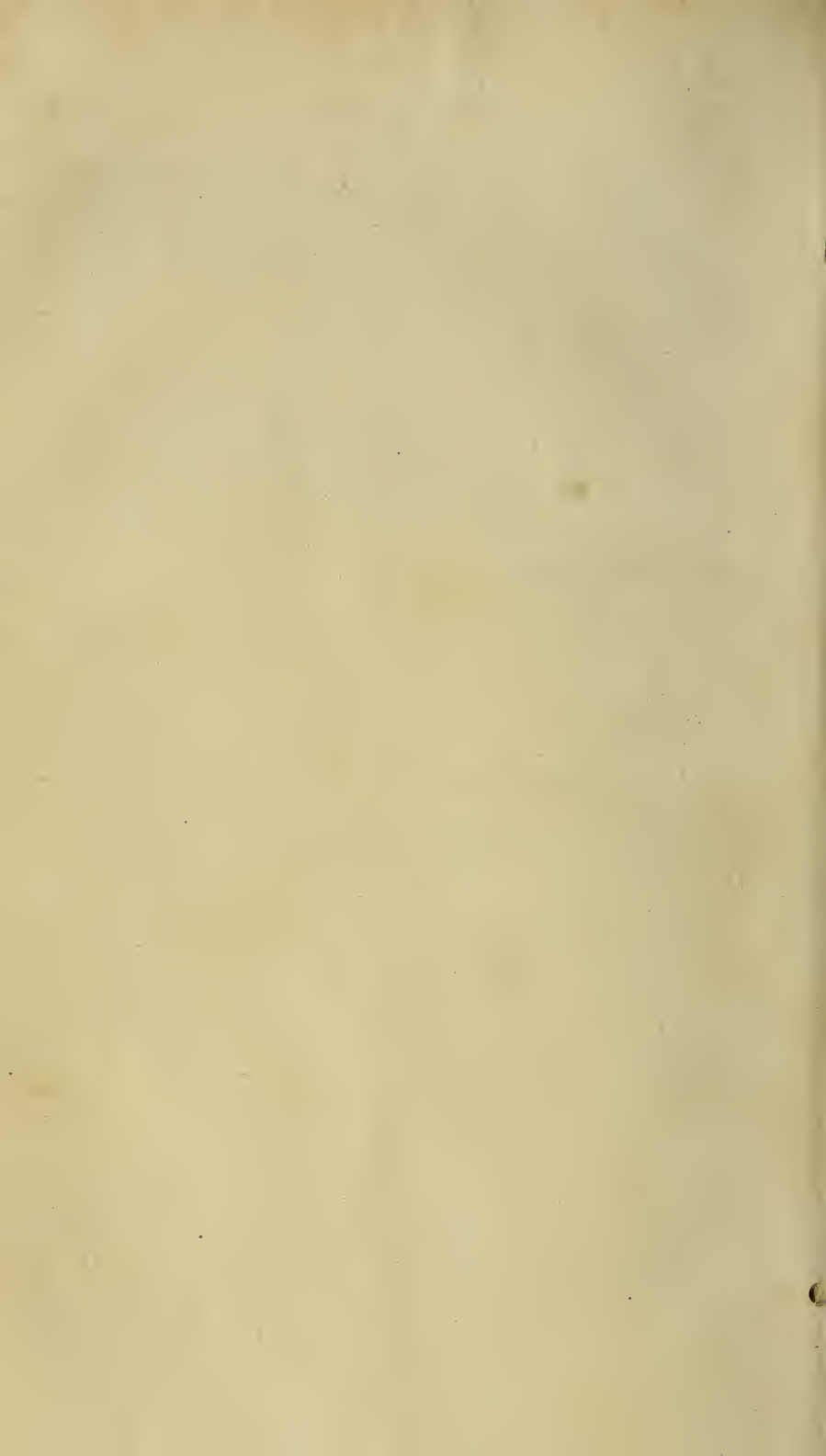
January 29th, 1839.

Sworn to before me,

ROBBINS KELLOGG, *Justice of the Peace.*







ANNUAL REPORTS

OF THE

RAIL-ROAD CORPORATIONS

IN THE

STATE OF MASSACHUSETTS

FOR

1844.

Boston:

DUTTON AND WENTWORTH, STATE PRINTERS.

.....

1845.

Commonwealth of Massachusetts.

IN SENATE, Feb. 11th, 1845.

The Committee on Railways and Canals, to which have been committed the several Annual Reports of the Rail-road Corporations in this Commonwealth, Report that they should be printed for the use of the Legislature.

Accepted, and ordered accordingly.

Sent down for concurrence,

CHARLES CALHOUN, *Clerk.*

HOUSE OF REPRESENTATIVES, Feb. 12th, 1845.

Concurred.

CHARLES W. STOREY, *Clerk.*

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SIXTH ANNUAL REPORT
OF THE
BERKSHIRE RAIL-ROAD
CORPORATION.

*To the Hon. Senate and House of Representatives of the Commonwealth
of Massachusetts, in General Court assembled:*

The Directors of the Berkshire Rail-road Corporation beg leave to submit their Sixth Annual Report of their acts and doings, receipts and expenditures, during the year ending Dec. 31st, 1844.

On the first Monday of January last, being the day of their annual meeting, the stockholders chose five directors, and other officers of the company.

Under the permanent lease and contract of transportation between this and the Housatonic Rail-road Corporation, (a copy of which was appended to their fourth annual report,) the terms of payment, of 7 per cent. upon their capital stock of \$250,000 in monthly payments, have been complied with, and the company are in the receipt from this source of the sum of \$17,500 00

Other receipts amounting to 237 00

\$17,737 00

This income has been appropriated the past year towards the extinguishment of the company's debt, incurred in the construction of their road and incidental expenses, and will remain so until the debt is paid.

The number of miles run over this road between January 1, 1844, and January 1, 1845, (exclusive of the latter day,) by the passenger trains of the Housatonic Company, is 13,240 miles.

By merchandise trains of the same company, within the same time, 13,085

The number of miles run by extra and gravel trains of
the same company, within the same time, . . . 1,320 miles.

Making the whole number of miles, . . . 27,645

The whole number of passengers over the whole or parts
of the road, within the same period, is . . . 18,477

All which is most respectfully submitted.

R. F. BARNARD,

C. W. HOPKINS,

I. SUMNER,

AZARIAH BOODY,

Directors of B. R. R. Corp.

BERKSHIRE, ss. Jan. 6, 1845. Then personally appeared the said Robert F. Barnard, Charles W. Hopkins, Increase Sumner and Azariah Boody, and made oath to the truth of the foregoing Report, by them signed.

Before me,

EDWARD F. ENSIGN, *Just. Peace.*

FOURTEENTH ANNUAL REPORT
OF THE
BOSTON AND LOWELL
RAIL-ROAD CORPORATION.

To the Honorable the Legislature of the Commonwealth of Massachusetts :

The Directors of the Boston and Lowell Rail-road Corporation hereby make their Fourteenth Annual Report of their acts and doings, receipts and expenditures, under their act of incorporation.

The total amount of capital paid in, is . . . \$1,800,000 00

The amount of current expenses for the past year, is :

For repairs of road and bridges,	\$26,053 33
“ “ of engines and cars,	26,424 41
“ fuel, oil, salaries, wages, loading, merchandise, and all other miscellaneous expenses,	82,780 10
	<u>135,257 84</u>
For interest paid more than received,	4,036 04
Charged to the repairs of engines and cars on account of their depreciation in value,	30,000 00
	<u><u>\$169,293 88</u></u>

The amount received during the past year, is :

For transporting passengers between Boston and Lowell only,	98,963 13
For transporting passengers in connection with Boston and Maine Rail-road,	26,061 12
For transporting passengers in connection with the Nashua and Lowell Rail-road,	17,483 32

For transporting passengers in connection with the Concord Rail-road,	\$22,776 81
For transporting merchandise between Boston and Lowell only,	83,345 17
For transporting merchandise in connection with Boston and Maine Rail-road,	13,850 24
For transporting merchandise in connection with the Nashua and Lowell Rail-road,	16,923 88
For transporting merchandise in connection with the Concord Rail-road,	31,796 33
For transporting United States Mail, rents, and miscellaneous,	5,709 08
	<hr/>
	\$316,909 58
	<hr/>

The number of miles run by locomotives during the past year, is :

With passenger trains,	100,243 miles.
“ merchandise trains,	49,234 “
“ miscellaneous,	15,097 “
	<hr/>
	164,374
	<hr/>

The amount of profits divided during the past year, is \$144,000—being two dividends of four per cent. each on a capital of \$1,800,000.

The amount of freight during the past year has been much greater than in any preceding one. We have carried

To and from Lowell, for the factories,	45,420 tons.
“ “ “ “ for the town,	16,214 “
“ “ “ the Boston and Maine Rail-road,	30,778 “
“ “ “ the Nashua and Lowell Rail-road,	20,505 “
“ “ “ the Concord Rail-road,	38,814 “
	<hr/>
	151,731 tons.

Also, from the Concord Rail-road, 4,737 cords of wood, equivalent in weight to about 12,000 tons more.

Our freight and passenger tariff has been reduced since our last annual report. It is now as follows :

1st class cars, for passengers from Boston to Lowell, 75 cents.

2d “ “ “ “ “ 50 cents.

Merchandise generally, \$1,50 per ton ; if in cargoes landed on our

wharves, \$1 25 per ton, without any charge for wharfage. Coal, lime, flour, plaster, lumber, wheat, pig iron, salt, are taken in this way to a considerable extent. With the Lowell factories, we have a special bargain. They furnish their own depots at Boston and at Lowell, and either load and unload the cars themselves, or pay us extra for so doing. We therefore charge them \$1 25 for all cotton or wool, and cotton or woollen goods; and \$1 per ton for all other articles.

The stockholders of the Woburn Branch Rail-road, incorporated at the last session of the Legislature, having unanimously voted, at a meeting duly called for that purpose, to transfer their rights, privileges and franchise under their charter to the Boston and Lowell Rail-road Corporation, and the stockholders of the latter corporation having voted to receive and hold the same, by a unanimous vote, at a meeting called for the purpose, at which a majority in interest of all the stockholders was represented, according to a section in the charter of the Woburn Branch Rail-road authorizing such a transfer and acceptance, this corporation has, during the past year, laid out and constructed the said Branch Rail-road, which is expected to be opened for travel on the 30th December, 1844.

The Woburn Branch Rail-road is all within the town of Woburn, in the county of Middlesex. It begins at a point on the Boston and Lowell Rail-road, 7 miles and 3781½ feet from the depot of said road in Boston.

Thence it diverges to the west, by

a curve to the left, - - -	662 feet long, with a radius of 1975 feet.
Thence curves to the left, - -	775 " " " " 2000 "
" straight, - - -	2739 " course north, 24" 15' west.
" curves to the right, - -	586 " radius, 3000 feet.
" " " " - -	200 " " 4000 "
" straight, - - -	4157 " course north, 10" 15' west.
" curves to the left, - -	274 " radius, 625 feet.
" " " right, - -	237½ " " 500 "
" straight, - - -	195 " course north, 8" 6' west.

ending near the Centre Village in Woburn.

It has - -	7091 feet - -	of straight line.
" - -	2734½ " - -	of curved line.

9825½ feet total length.

The grades of the road are as follows, beginning at the junction with the Boston and Lowell Rail-road:

Road, excavation and embankment, trench walls, stone blocks and sleepers, laying rails, branch tracks at Lowell, superintendence, surveying, engineering, &c.,	\$910,222 06
Woburn Branch Rail-road,	35,440 68
	<hr/>
	\$1,902,555 67
	<hr/>

The directors herewith submit a statement in a tabular form, showing the capital, income and expenses of the road, from its opening on the 24th June, 1835, to this day, by which it appears that the surplus on hand on the 30th of November, 1844, after paying the dividends of that year, amounts to \$18,433 36, which is the whole surplus remaining undivided after nine or ten years' operations. The amount on hand in the year 1841, when it was largest, more than half of which was derived from withholding the winter dividend of 1836 (in which year only 2 per cent. was divided), has been absorbed by the necessary expense of taking up and relaying the first track, on which too light a rail had originally been laid, as has been more fully stated in former reports. The cost of this work was \$121,558 84, and is spread over the years 1841, '42, '43.

BOSTON AND LOWELL RAIL-ROAD.

CAPITAL ACCOUNT.

Nov. 30th of the year.	Capital paid in at that date.	Charged to construction in that year.	Credited to construction in that year.	Whole cost of construction at the end of the year.
1835	\$1,200,000			\$1,312,239 54
1836	1,440,000	\$193,405 69	.	1,505,645 33
1837	1,500,000	2,749 52	.	1,508,394 75
1838	1,500,000	67,268 75	.	1,575,663 50
1839	1,650,000	32,812 71	.	1,698,476 21
1840	1,800,000	120,766 38	.	1,729,242 59
1841	1,800,000	105,650 48	.	1,834,893 07
1842	1,800,000	143,393 02	.	1,978,286 09
1843	1,800,000	10,743 10	$\left\{ \begin{array}{l} 31,638 \text{ 24 } (1) \\ 20,886 \text{ 07 } (2) \\ 72,758 \text{ 72 } (3) \end{array} \right.$	1,863,746 16
1844	1,800,000	68,809 51	30,000 (4)	1,902,555 67

(1) Cash received for old rail iron sold.

(2) Balance of interest account charged to expenses.

(3) Cost of rail iron for *repairs* charged with rail iron for *construction*, and now transferred to its proper head.

(4) Depreciation in value of engines and cars.

BOSTON AND LOWELL RAIL-ROAD.

INCOME AND EXPENSE ACCOUNT.

Year	Gross receipts from all sources.	Expenses.	Charged for depreciation of machinery.	Net Profits.	Dividends of that year.	Rate per cent.	Surplus of the year.	Deficiency of the year.	Surplus on hand Nov. 30th of the year.
1835	\$64,654 39	\$19,125 36	.	\$45,529 03	\$45,000	3 $\frac{3}{4}$	\$529 03	.	\$529 03
1836	165,124 30	75,326 11	.	89,798 19	30,000	2	59,798 19	.	60,327 22
1837	180,770 04	78,508 17	.	102,261 87	105,000	7	.	\$2,738 13	57,589 09
1838	191,778 57	75,597 94	.	116,180 63	105,000	7	11,180 63	.	68,769 72
1839	241,219 94 } (⁵) 9,160 63 }	92,151 44	.	158,229 13	132,000	8	26,229 13	.	94,998 85
1840	231,575 27 } (⁶) 14,132 51 }	91,400 17	.	154,307 61	138,000	8	16,307 61	.	111,306 46
1841	267,541 34	119,463 32	.	148,072 02	144,000	8	4,072 02	.	115,378 48
1842	278,310 68	165,174 79	.	113,135 89	144,000	8	.	30,864 11	84,514 37
1843	277,315 06	(²) 20,886 07 } 109,366 98 } (³) 72,758 72 }	.	74,303 29	144,000	8	.	69,696 71	14,817 66
1844	316,909 58	139,293 88	30,000 (⁴)	147,615 70	144,000	8	3,615 70	.	18,433 36
	2,238,492 31	1,059,058 95	30,000	1,149,433 36	1,131 000				

(²) Balance of interest account charged to expenses.

(³) Cost of rail iron for *repairs* charged with rail iron for *construction*, and now transferred to its proper head.

(⁴) Depreciation in value of engines and cars.

(⁵) Advance on 600 shares new stock sold at auction for account of the Corporation.

The cost of a share on the 30th of November, 1835, when the first annual settlement of accounts was made after the opening of the road, including interest at six per cent. on the assessments from the time they were laid, and deducting the dividend paid for the fraction of that year, amounted to \$540 75, or almost exactly eight per cent. advance on the par value. Since then, in the nine years which have followed, the dividends have averaged $7\frac{1}{2}$ per cent. on the par value of the shares.

All which is respectfully submitted by

GEO. W. LYMAN,
JOSEPH TILDEN,
WM. APPLETON,
JOHN BRYANT,
J. A. LOWELL,

Directors.

Boston, November 30th, 1844.

SUFFOLK, ss., on the 26th Dec. 1844, the above named Joseph Tilden and John Bryant; on the 27th Dec., 1844, the above named George W. Lyman and William Appleton; and on the 28th Dec., 1844, the above named John A. Lowell, severally appeared and made oath that the foregoing statement by them subscribed was true, according to the best of their knowledge and belief.

Before me,

MOSES L. HALE, *Justice of the Peace.*

TENTH ANNUAL REPORT
OF THE
B O S T O N A N D M A I N E
RAIL-ROAD.

To the Honorable Legislature of the Commonwealth of Massachusetts :

The Directors of the Boston and Maine Rail-road do hereby make the Tenth Annual Report of their acts and doings, receipts and expenditures.

Since their last annual report, the Boston and Maine Rail-road, and the Maine, New Hampshire and Massachusetts Rail-road Corporation have been united by the acceptance of the various acts passed for that purpose by the Legislatures of Maine, Massachusetts and New Hampshire, on the part of the stockholders of the two corporations.

The total amount of the capital stock of the Boston and Maine Rail-road paid in on Nov. 30, 1844, including the capital stock of the Maine, New Hampshire and Massachusetts Rail-road Corporation, now united with the Boston and Maine Rail-road,		\$1,240,441 76
Of this sum there has been received during the year ending Nov. 30, 1844,		102,929 00
Received from sale of land,		60 00
Amount refunded to the corporation under the contract for rails,		1,641 16
Total,		<u>\$104,630 16</u>

Amount expended for the construction of the road in	
Massachusetts,	\$505,907 76
Amount expended for the construction of the road in	
New Hampshire,	798,616 74
Amount expended for the construction of the road in	
Maine,	65,182 12
Cost of engines and cars,	115,754 31
Total,	<u>\$1,485,460 93</u>

Of these amounts there has been expended in Massa-	
chusetts during the past year,	\$7,253 98
Expended during the same period in New Hampshire,	12,107 53
“ “ “ “ “ Maine,	1,528 80
“ for new engines and cars,	16,867 58
Total,	<u>\$37,757 89</u>

The other expenditures of the corporation during the year ending Nov. 30, 1844, have been as follows :

Repairs of road in New Hampshire,	\$4,948 31
“ “ “ “ Massachusetts,	4,951 57
“ “ engines and cars,	16,010 54
Fuel, oil, salaries and miscellaneous expenses,	43,106 39
Amount paid to the Boston and Lowell	
Rail-road Co.,	39,911 36
Amount paid to the Portland, Saco and	
Portsmouth Rail-road Co.,	13,055 55
Amount paid to the Concord Rail road	
Co.,	262 47
	<u>53,229 38</u>
Balance of interest,	9,414 45
State tax and other taxes,	5,375 50
Total,	<u>\$137,036 14</u>

The income of the corporation during the year ending Nov. 30, 1844, has been as follows :

For transportation of passengers,	\$154,944 54
“ “ “ merchandise,	70,670 14
Miscellaneous receipts,	7,486 36
Total,	<u>\$233,101 04</u>

A dividend of three dollars per share has been declared, payable July 1, 1844, amounting to . \$39,708 00

A dividend of three and a half dollars per share has been declared, payable January 1, 1845, amounting to . 46,693 50

Total, \$86,401 50

The number of miles run by locomotive engines over the Boston and Maine Rail-road during the same period of time, was as follows :

Passenger trains,	132,300
Merchandise trains,	35,796
Total,	<u>168,096</u>

In addition to the above, the trains of this corporation have run over the Boston and Lowell Rail-road, drawn by their locomotives, as follows :

Passenger trains,	31,820 mls.
Merchandise trains,	9,420 “
Total,	<u>41,250 mls.</u>

The passenger trains of this corporation have run over the Portland, Saco and Portsmouth Rail-road, in connexion with the trains of that Co., . 47,728 mls.

All which is respectfully submitted,

THO. WEST,
JOHN HOWE,
THADDEUS NICHOLS,
T. FARRAR,
WM. F. WELD,
R. W. BAYLEY,

Directors of Boston and Maine Rail-road.

Boston, January 15, 1845.

SUFFOLK, ss. *Boston, Jan. 15, 1845.* Then personally appeared Thos. West, J. Howe, T. Nichols, T. Farrar, W. F. Weld, and R. W. Bayley, and made oath that the foregoing report by them subscribed, was true, according to the best of their knowledge and belief.

Before me,

EDW. PICKERING, *Justice of the Peace.*

The undersigned has examined the foregoing report of the Directors of the Boston and Maine Rail-road, and approves the same.

WILLIAM STEVENS,

Commissioner for the State of Massachusetts.

FIRST ANNUAL REPORT
OF THE
BOSTON AND MAINE RAIL-ROAD
EXTENSION COMPANY.

To the Honorable Legislature of the Commonwealth of Massachusetts :

The Directors of the Boston and Maine Rail-road Extension Company do hereby make the First Annual Report of their acts and doings, receipts and expenditures.

In conformity with the act of incorporation, the stock has been fully subscribed for ; and the company was duly organized by the choice of directors. The survey and location were commenced in May, and the contracts for the graduation, masonry and superstructure concluded. The road commences at a point on the Boston and Maine Rail-road in Wilmington, three-fourths of a mile east of Lubber Brook, passes near Wood-end village in Reading, through the westerly part of the village of South Reading, North Malden and Malden—thence over the marshes and across the Mystic river to Somerville—thence over the Middlesex Canal, crossing Charlestown Neck under the Medford turnpike road and the Winter Hill road—thence over the marshes to the Back Bay in Charlestown—thence by a bridge west of the State Prison and across Charles River to Boston—thence between Haverhill and Canal streets to the public square at the head of those streets. The entire length of the rail-road is $17\frac{1}{4}$ miles. Four miles of the track are laid, and the remainder of the road will be ready for the superstructure as soon as the season opens sufficiently in the spring to permit the laying of the rails.

16 BOSTON AND MAINE EXTENSION RAIL-ROAD. [March,

The total amount of capital paid in up to December

1, 1844, was	.	.	.	.	.	\$428,225 00
Other receipts,	.	.	.	.	.	\$129 76
Total,	.	.	.	.	.	<u>\$428,354 76</u>

The expenditures up to December 1, 1844, have been as follows :

Engineering, .	.	:	.	.	.	\$5,421 71
Land and land damage,	.	.	.	.	.	223,062 40
Bridges from Boston to Somerville, and over the Mid-						
dlesex Canal and Mystic River,	.	.	.	.	.	92,543 98
Graduation, .	.	.	.	.	.	38,907 76
Fencing, .	.	.	.	.	.	3,953 51
Rails, chairs, &c., .	.	.	.	.	.	88,750 84
Sleepers, .	.	.	.	.	.	1,870 02
Balance of interest, .	.	.	.	.	.	275 35
Miscellaneous expenses,	.	.	.	.	.	917 07
Total,	.	.	.	.	.	<u>\$455,702 64</u>

All which is respectfully submitted,

THO. WEST,
JOHN HOWE,
THADDEUS NICHOLS,
JOHN FLINT,
T. FARRAR,
WM. F. WELD,
R. W. BAYLEY,

Directors of the Boston and Maine R. R. Ex. Co.

BOSTON, January 15, 1845.

SUFFOLK, ss. *Boston, Jan. 15, 1845.* Then personally appeared the above named T. West, John Howe, T. Nichols, J. Flint, T. Farrar, W. F. Weld and R. W. Bayley, and made oath that the foregoing report by them subscribed, was true according to the best of their knowledge and belief.

Before me,

EDW. PICKERING, *Justice of the Peace.*

THIRTEENTH ANNUAL REPORT
OF THE
BOSTON AND PROVIDENCE
RAIL-ROAD CORPORATION.

To the Honorable the Legislature of the Commonwealth of Massachusetts :

The Directors of the Boston and Providence Rail-road Corporation respectfully submit a report of their proceedings, and the receipts and expenditures during the past year, as required by law.

The business of the road, during the past year, has yielded a considerable increase, in each branch of trade, compared with the three preceding years, without involving any increase in the expenditures, and future prospects in regard to receipts and expenditures are encouraging. The increase of receipts was principally derived from what is termed the local business of the road.

The Long Island Rail-road, connecting the city of New York and Greenport, was opened for travel in August last, and, in connection with the New England rail-roads terminating on Long Island Sound, affords a new line of communication between Boston and New York. It was deemed due to the public convenience to make such a connection with the Long Island and Stonington Rail-roads as should render this line useful, by a prompt and uninterrupted passage between the two cities. Thus far, it has not commanded sufficient travel to remunerate this company for the expense incurred.

The trade on the Dedham Branch Rail-road has continued to be satisfactory, and during the last summer warranted an increase in the number of trains. The passenger house, at the depot in Dedham, was enlarged last fall, to meet the wants of an increasing amount of travel.

In anticipation of the opening of the Stoughton Branch Rail-road, which enters this road in Canton, fourteen miles from Boston, we have entered into an arrangement with that corporation in regard to ope-

rating the Branch Rail-road, and the tolls for the use of the main road, which we do not doubt will prove advantageous to both parties. For the accommodation of the business of this branch road, we have constructed an engine-house at the junction of the Dedham branch with the main road, and a store-house in Boston. A copy of that contract is hereto annexed.

Preparations for the extension of a second track, from Roxbury to the Dedham Branch junction, a distance of eight and a half miles, have been made, and it is expected that it will be completed in May next. This portion of the road is more curved than any other, and being traversed by the Dedham trains, in addition to those which run over the whole length of the road, requires the facilities and safety which a double track affords, to prevent accidents and detentions.

During the past year the residue of the sleepers originally laid down have been replaced by new ones. The average duration of the sleepers, which were principally of white cedar, has been between seven and eight years.

As the durability of the iron rail has been a source of much speculation, we have taken pains to ascertain particularly the state of the rails on this road, and while they exhibit evidence of wear and tear arising from the action of the trains, we are happy to say that their general condition, taken in connection with the amount of renewals since the road was opened for travel in 1834, warrants the conclusion, that this important item of construction will never become one of serious expenditure; that a small annual appropriation will maintain the rails in good condition for all time; this opinion is sustained by the fact that in ten years of use to which the rails have been subjected, only 750 new rails, (about $2\frac{1}{4}$ per cent. of the whole number,) have been put into the track; a large proportion of this number were originally of inferior quality when laid down.

The cars and engines are in the same condition as at the date of our last report, with exception of a small addition to the former.

On the 31st ultimo we made a careful estimate of the present value of the cars, engines, and other personal property of the corporation, which had been charged to the account of construction, and have charged against such depreciation from the cost to income account, the sum of forty thousand dollars, and deducted the same from the cost of construction.

The amount of capital paid in is . . . \$1,860,000 00

The amount expended on account of construction during the past year, . . . \$11,660 78

Amount previously charged, including second track from Boston to Roxbury, and Seekonk Branch, . . . 1,914,473 80

\$1,926,134 58

Deduct amount charged against depreciation of cars, engines and other personal property, from Jan'y 1st, 1834, to December 31st, 1844, . . . 40,000 00

Present amount of construction account, . . . 1,886,134 58

Income of the past year.

From Passengers,—

Main Road, \$139,265 72

Taunton Branch, 32,012 27

Dedham Branch, 18,379 52

189,657 51

From Merchandise,—

Main Road, 74,955 46

Taunton Branch, 11,345 79

Dedham Branch, 999 96

87,301 21

276,958 72

For transportation of mails, after deducting expense of carrying to and from post offices, . . . 6,051 44

For rents, interest, &c., . . . 691 02

283,701 18

Expenditures during the year, exclusive of the amount charged to construction account, as before stated.

Repairs of rail-road, including bridges, \$18,944 73

“ “ cars and engines, . . . 19,969 17

Salaries, fuel, oil and miscellaneous expenses, . . . 62,702 66

Ferry at Providence, to connect with		
Stonington Rail-road, . . .	\$6,400 00	
Rent paid Boston and Providence Rail-		
road and Transportation Company in		
Rhode Island, for lease of their road,		
bridge and depot, . . .	5,818 18	
	<hr/>	\$113,834 74

Net earnings, \$169,866 44

Amount standing to the credit of Income

Account, 31 December, 1844, . . . 156,108 62

The amount of dividends during the year,

3 per cent. in January, \$55,800

3 " " in July, 55,800

111,600 00

Amount of depreciation on cars, en-

gines, &c., as above stated, . . . 40,000 00

Present amount of Income Account, say

on 1 January, 1845, . . . 116,108 62

The number of miles run by the Locomotives during the past year.

Passenger trains,	102,764
Merchandise "	29,400
Gravel "	5,328
	<hr/>
Total miles,	137,492
	<hr/>

All which is respectfully submitted,

JOSEPH GRINNELL,
WM. APPLETON,
JOHN BARSTOW,
WM. STURGIS,
JOHN BRYANT, JR.,
PETER R. DALTON,

Directors of the Boston and Providence R. R. Co.

Boston, January 29, 1845.

SUFFOLK, ss. *Boston, Jan. 29, 1845.* Then personally appeared the above named W. Appleton, J. Barstow, W. Sturgis, Jno. Bryant, junior, and P. R. Dalton, and made oath that the foregoing report was true, according to the best of their knowledge and belief.

Before me,

EDW. PICKERING,

Justice of the Peace.

ARTICLE OF AGREEMENT.

This agreement, made the first day of January, 1845, by and between the Boston and Providence Rail-road Co., and the Stoughton Branch Rail-road Co., witnesseth :

That whereas the Stoughton Branch Rail-road Co. expect soon to have their rail-road completed and ready for use, with all the depots and appurtenances thereto belonging; they hereby agree upon the completion aforesaid, to the satisfaction of the Boston and Providence Rail-road Co. to lease their said rail-road, depots, &c., to said Boston and Providence Rail-road Co., for the term of one year from the day when the cars shall commence running regularly between Boston and Stoughton, on the following terms and conditions :—

1st. Any defects or deficiencies in the construction of the road-bed, track, depots, or other necessary and permanent fixtures for the safe and convenient transportation of passengers and freight on the Branch Rail-road, which shall be discovered after the trains shall have commenced running thereon under this agreement, shall be remedied by and at the expense of the Stoughton Branch Rail-road Company.

2nd. The Boston and Providence Rail-road Co. shall furnish engines, cars, train and depot attendants for the operation of the Branch Rail-road, to carry passengers and freight between Boston and Stoughton, and shall run at least three trains each way, every day but Sunday, between the points aforesaid, stopping at the regular way stations. The Boston and Providence Rail-road Co. shall also, during the continuance of this agreement, maintain the way and track of the Branch Rail-road and the ordinary repairs of depots and fixtures, it being understood, that casualties by fire, wind, and those arising from imperfect construction are excepted. The Boston and Providence Rail-road Co. shall also be at all risk and liability for the transporta-

tion of passengers and freight arising from the neglect of its servants, and not in consequence of the defective construction of the Branch Rail-road.

3d. For the services recited in the foregoing article, and for the use of its own road, the Boston and Providence Rail-road Co. shall receive, out of the gross receipts collected for the transportation of passengers and freight as aforesaid, the sum of five thousand nine hundred and seventy-eight dollars, and in addition thereto the following tolls on passengers and freight, for the use of its own road between Boston and the Stoughton Branch Rail-road Junction in Canton.

For each and every passenger between Boston and any point on the Branch Rail-road beyond South Canton station, twenty-eight cents.

For each and every passenger between Boston and South Canton station, forty cents.

For each and every passenger from or to way stations on the Boston and Providence Rail-road, two cents per mile.

For each and every commutation passenger, that proportion of the amount paid which tolls received by the Boston and Providence Rail-road Co. shall bear to the whole prices of the tickets, between the points for which commutation tickets shall be issued.

For each and every ton of freight between Boston and any point on the Branch Rail-road beyond South Canton station, fifty-six cents.

For each and every ton of freight between Boston and South Canton station, seventy cents.

For each and every case of boots, shoes, hats or bonnets, four cents each.

4th. The Boston and Providence Rail-road Co. shall make monthly returns of the gross receipts from the transportation of passengers and freight between Boston and Stoughton, to the treasurer of the Stoughton Branch Rail-road Co., and shall pay over to said treasurer semi-annually the net proceeds of the business, which net proceeds shall be the balance of the gross receipts, after deducting therefrom two thousand nine hundred and eighty-nine dollars, and the tolls recited in the 3d article of this agreement.

5th. If, on the termination of this agreement, it shall be found that the cost of operating the Branch Rail-road, as provided in the 2d article of this agreement, shall not have amounted to five thousand nine hundred and seventy-eight dollars, and that the net proceeds, as described in article 4th of this agreement, do not amount to six per cent. on the cost of the Branch Rail-road, the difference between

the actual expenditures and five thousand nine hundred and seventy-eight dollars, if the former be less than the latter, shall be refunded to the Stoughton Branch Rail-road Co., or as much thereof as shall, when added to the net proceeds aforesaid, make six per cent. on the cost of the Branch Rail-road.

6th. In making up the cost of operating the Branch Rail-road on the termination of this agreement, reference shall be made to the statement of the Superintendent of the Boston and Providence Rail-road Co., dated 16th March, 1844, which statement shall be the basis of making up the cost of operating the Branch Rail-road as aforesaid.

In witness whereof we have, this 13th day of January, 1845, set our hands and seals.

Signed, sealed and delivered in presence of

J. P. KENNEDY,

Stoughton Branch R. R. Co.,

as to J. GRINNELL,

by F. W. LINCOLN, [Seal.]

F. W. DEANE,

as to F. W. LINCOLN,

Boston and Providence R. R. Co.

by JOSEPH GRINNELL. [Seal.]

THIRTEENTH ANNUAL REPORT
OF THE
BOSTON AND WORCESTER
RAIL-ROAD CORPORATION.

To the Honorable Senate and House of Representatives :

The Directors of the Boston and Worcester Rail-road respectfully report, that the amount of their capital stock is \$2,900,000 00

The amount expended to the 30th of December last for construction, was 2,914,078 08

The receipts of income during the year ending Nov. 30, 1844, were,

From fare of passengers, . . .	\$234,634	21	
From freight, . . .	175,995	87	
Transportation of the mail, . . .	8,738	77	
Rents, . . .	7,044	75	
Interest, . . .	2,023	74	
			428,437 34
Balance of income undivided the preceding year . . .			35,500 00
			\$463,937 34

The expenditures during the same period were,
 For repairs of road, bridges and buildings, \$49,157 93
 “ “ “ engines and cars, . . . 57,337 52
 “ all other expenses, . . . 126,778 47

Making a total of \$233,273 92

Two dividends have been made, viz :

July 1st, 1844, $3\frac{1}{2}$ per cent.	.	.	\$101,500	
January 1st, 1845, 4 per cent.	.	.	116,000	
			<hr/>	\$217,500 00
				<hr/> <hr/>

Leaving a balance of income of	.	.	.	\$13,163 42
				<hr/> <hr/>

Miles run by locomotive engines with passenger trains, 140,899 $\frac{1}{2}$; with freight trains, 71,451 $\frac{1}{2}$; with gravel trains, 8,273 $\frac{1}{2}$; total, 220,623 $\frac{1}{2}$.

From the prosperous state of the business of the country, and the satisfactory accommodations which have been provided for the transportation of both passengers and freight over this road, there has been a considerable increase in the business of the last year, over that of any preceding year. This increase has arisen in part from the extension of the business of the Western road, for the accommodation of which, this corporation has made a very large expenditure of capital, but in a greater degree from an increased activity of business, in those parts of the State which are specially accommodated by this road alone.

The number of passengers transported on the road during the year, including way and through passengers, was equal to 199,220 over the whole road. Of this number 57,631 were passengers conveyed to and from the Western road, 41,101 to and from the Norwich and Worcester road, including those by the New York steamboat line, and 100,488 were passengers travelling exclusively on this road. These numbers show an increase in the aggregate of passengers compared with those of the preceding year of 26,006. The whole of this increase was in the local travel of this road, and that connected with the Norwich and Worcester road. In the travel to and from the Western road, there was a diminution of about 2,000 in the number of passengers, and as the rates of fare received by this road from that class of passengers have been reduced, there has been a considerable diminution in that branch of income.

The whole amount of freight transported on the road, was 126,853 tons. Taking into computation the distance of transportation, it was equal to 114,175 tons conveyed over the whole road. This quantity, compared with the amount transported on the preceding year, shows

an increase of 25,851 tons; of which increase, 13,741 tons was in the business of the Western road, 419 tons in that of the Norwich road, and 11,691 tons in the local business of our own road.

The earnings in the freight department during the past year, including the amount uncollected on the day of closing the yearly accounts, but subsequently collected, amount to \$198,820. This is an increase over the earnings of the preceding year of \$34,793. There was something more than this amount of increase, in the earnings of the local freight business terminating at Worcester, and an increase of about \$3,000 on that which is connected with the Norwich and Worcester road. But in consequence of the reduced rates of compensation for freight transported to and from the Western road, although there has been an increase, as above stated, of 13,741 tons, in the quantity of that class of merchandise transported over the whole of this road, there has been a diminution of about \$4,000 in the compensation obtained for it. In consequence of the increase in the amount of freight transportation, there was an increase of \$20,033 in the expenses of this department.

In consequence of the increased number of passenger trains, and some considerable charges for damages occasioned by accidents, there has also been an increase of the expenses of the passenger department.

Great care has been taken, by the directors and superintendent of the road, to obtain accurate accounts and estimates of the actual cost of the operations of each year, including the proper average current charges of maintaining the road, bridges, buildings and machinery, without depreciation in value. This is a matter of some difficulty, because most of the repairs being required for the purpose of making good the decay and wear of several successive years, it is obvious that the actual expenditure in any single year is no criterion of the actual decay. The only mode of arriving at a satisfactory result, is to be guided by the experience of successive years, and to apportion upon each year an amount equal to the average cost of making good the value of each description of property at the expiration of every year, before making the dividend of the year. In conformity with this principle, it was the early practice of the directors to make an annual allowance for the deterioration when the expenditures for repairs were not deemed equivalent to the waste from wear and decay; whereby a fund was created to meet expenditures of succeeding years, whenever they should exceed the average cost of the necessary repairs. This fund is now exhausted, and it is the intention of the directors, in lieu

of such a fund hereafter, to make an annual expenditure in repairs, and in the supply of new machinery in place of old, or new rails in place of those which are broken or injured, to an amount which will keep the property as nearly equal, as is practicable, to the original cost, and in this manner to avoid the error of confounding with net profits, such portion of the income as is required for preserving the capital entire. As some questions of importance, which will be considered in this report, depend in part upon the correctness of the principle on which the annual current expenses are determined and distributed, it is deemed proper to explain the course which has been pursued, more in detail than under other circumstances would be necessary.

The expenditures of the past year, as stated above, for repairs of road, bridges, depots, engines and cars, amounted to the sum of \$106,495 45.

The cost of road repairs, in the last two years, has been increased, not only by the acquisition of an additional track, and by the increased number of trains passing over the road, but by the greatly increased weight of loaded freight cars, and of heavy engines, which cause a much greater strain upon the rails, especially those of the original track.

The item of repairs of engines and cars, in the account, embraces, in addition to actual repairs, the cost of a new engine and tender, and of two passenger, and twenty freight cars, all which have been added to the previous stock, without any charge to the construction account. With these additions, and the repairs on the old engines and cars, the value, at the close of the year, as appears from a comparison of the accounts of stock, falls short of that at the commencement, by about \$4,500.

The item of road repairs, however, embraces a charge which may be regarded as in part extraordinary, and as swelling the amount of that item beyond the fair average of successive years. The expenditure of the year, for replacing decayed sleepers with new, was less than for several years past, the second track requiring no renewal, and those of the old track having been previously nearly all renewed. But there was a considerable charge for the renewal of part of the bridge over the receiving basin of the Mill Dam, and one still larger, for taking up a portion of the iron of the old track, to be used in repairs, and supplying its place with new and heavier rails.

This process is deemed an economical one, as the breaking of the old rails has become frequent from the increased weight of engines

and loads, which now pass over the road. If we deduct \$4,500 from this item, as so much beyond the estimated average charge of road repairs, and add it to the expenditure for freight car and engine repairs, and the new freight cars, it will make good the deficiency in this branch of repairs stated above. This will reduce the road repairs for the year to a little less than \$45,000, which is near the average for the last ten years. That is to say, the amount of repairs for eight years, from 1835 to '42, inclusive, was \$182,000, equal to an average of \$22,750 per annum, for a single track. In 1843, it was \$44,500 for a double one, and it is presumed that the average repairs in future for roads, bridges, and depots, will not vary materially, (with the present amount of business,) from \$45,000 per annum, or \$1,000 per mile of the main double track, exclusive of turnouts and branches. This explanation is deemed necessary to show, that in estimating the net annual income of the road, a proper caution has been used, before declaring dividends or profits, to allow an amount which shall be sufficient, and no more than sufficient, to preserve the capital stock entire.

The other current expenditures are accurately ascertained from the accounts, and are, of course, a charge upon the business of the year in which they accrue. In regard to a portion of these expenses, which are of a general nature, a question has arisen, in what proportion they should be divided between the several branches of business. For the greater part, however, it is accurately ascertained for which branch of business they are incurred, particularly the charges for fuel, engine, and car repairs, and wages. For the division of the general expenses, there seems to be no more appropriate rule than to distribute them in proportion to the gross receipts on each.

The repairs of road, it being considered that the receipts of passenger fare and freight are, at present, nearly equal in amount, are divided equally between the two departments.

The passenger trains are most numerous, and move with greater rapidity, so that the wheels act upon the track with greater force than those of the freight cars, in proportion to the weight carried, yet as the freight trains carry a vastly greater weight, and consist of a much greater number of cars and wheels, it is evident that the strain and wear upon the rails is greater from a heavy freight train, than from a passenger train, the latter being comparatively light, and consisting of a much less number of cars.

With this explanation of the principles on which the charges of expenditure are made, and of the manner in which their respective

amounts are ascertained, the following table is presented of the several items of expense, as charged to the two departments of the service :

	Whole Amount.	Passengers.	Freight.
Repairs of Road, - - -	\$49,157 93	24,579	24,579
Fuel, - - - - -	31,640 65	15,442	16,199
Repairs of Engines, - - -	29,339 73	14,958	14,382
Other expenses of motive power, -	10,721 58	7,114	3,608
Repairs of Cars, - - -	30,001 88	10,480	19,420
Wages, Cars, Oil, &c. - -	46,262 16	17,917	28,445
General expenses, - - -	21,320 48	11,749	9,571
Damage and Loss, - - -	13,193 43	11,722	1,471
Road Clearing, - - -	1,450 26	799	651
Special Mail Expenses, - -	915 71	916	- -
	\$234,003 81*	115,676	118,326

This statement, as well as all the statements of the business of the road for some years past, shows an unusually large proportion of annual expenses to the gross receipts. Such a result, occurring from year to year, notwithstanding the very large amount of business done on the road, in both the passenger and freight departments, and the strict economy with which the business is conducted, serves to show the low rates of compensation charged on the business done.

This is shown also by a comparison of the rates of fare and freight charged per mile, with the ordinary rates on other rail-roads in the country, and in other countries, in corresponding circumstances.

This large proportion of expenses to the receipts of income has arisen, to a certain extent, from the voluntary adoption, by the directors, of what they deemed a liberal and wise policy, of encouraging the

* This amount does not agree with the amount before stated, of the expenditures of the year, for the reasons partly explained in the foregoing remarks, and because some expenditures, belonging to preceding years, are excluded from this statement.

expansion and enlargement of the business on the road, by frequent trains and low rates of fare and freight. But it has been increased to a burdensome extent, by the recent excessively low rates for passengers and freight from the Western road. The directors were of opinion, from the first opening of this road, that a policy, which would afford the means of larger accommodation and benefit to the public, would be productive of ultimate benefit to the stockholders of the road. They have been always desirous of going to the extreme limit of reduction, which was consistent with the rights of the stockholders, and the duty of the directors, of obtaining a just and reasonable income on the great capital invested. But they believed that they had no right to sacrifice these interests in hazardous experiments, or in donations to the public.

They were especially desirous of applying this liberal principle to the joint business of this and the Western roads, and also of this road and the Norwich and Worcester road. They accordingly, on the opening of those roads, although their local rates of fare were lower than on any other rail-road in the State, made a voluntary offer of a considerable abatement of those rates, in favor of all travel coming from, or proceeding to, those roads; and also of similar reductions in the rates of freight.

The arrangements then made with the Norwich and Worcester Corporation, with some modifications, have been since matured into a permanent agreement, which is believed to be mutually advantageous and entirely satisfactory to the two parties.

The directors were desirous of making an arrangement on similar principles, for the management of the joint business on this road and the Western, in which they were ready to give due weight to all the considerations of equity and expediency, which should favor the full development of the business of that road, and the great objects of public benefit justly anticipated from it, so far as it could be done consistently with the ultimate interests of the stockholders of the two roads. This they were ready to do by a judiciously arranged system of moderate fares to be apportioned between the two corporations on equitable principles; and on these principles they were ready to surrender every claim of strict right on the part of their corporation, not consistent with the most liberal regard for the interests of the other.

In pursuance of these views, on the opening of the Western Railroad in 1839, an arrangement was entered into with the directors of that road, which continued in operation, with various modifications, to

the end of the year 1843. In negotiating both this original arrangement, and the modifications of it from time to time proposed, the directors of this road were at all times ready to adopt such regulations and rates of fare, as they believed would best promote the interests of the two roads, as forming one joint concern; and in the division of the income of the joint business, they have claimed for this corporation no greater share than, on the liberal principles above stated, they believed it was clearly entitled to. The directors are not disposed to express any dissatisfaction with the results of the business, so far as it was conducted under the arrangements thus mutually entered into, though they were such as greatly to disappoint the anticipations of the stockholders of this road, of obtaining an adequate return, in an increased income, from the greatly increased expenditure which was made for the accommodation of the business of the Western road.

Since the opening of that road, the sum of \$1,200,000 has been added to the capital stock of this corporation, nearly all of which has been expended in laying down a second track, enlarging the depot buildings and lands, and increasing the number of engines and cars for carrying on the enlarged business arising, and expected to arise, from the union of this road with the Western Rail-road. All this expenditure has been made subsequently to, and in consequence of, the completion of that road, and of the agreement with that corporation for the union of the two roads. The expenditure was needed for no other reason. Without the Western Rail-road, a second track, as well as one half the expenditure for lands and buildings at the freight depot in this city, would have been no more necessary for this road, than a second track and equally extensive buildings are necessary for the Boston and Providence road. Except for the object of accommodating the increased business arising from the union of these roads, the expenditure of this additional capital, or a great part of it, would have been so excessive, that the directors would not have thought of incurring it. But the prospect of this enlarged business rendered this expenditure, in providing the means of transacting it in an advantageous manner, expedient and necessary. The great increase of expenditure was acceded to by the stockholders, in anticipation of an increased income proportioned in some degree to the increase of business and increased outlay of capital. It was not apprehended by them that a fair income on the capital so invested would be denied to them in derogation of that provision of the charter, by which a toll is granted for their sole benefit upon all passengers and property of all descriptions,

which may be conveyed or transported upon the road, though it has since been gravely argued, before a tribunal sitting in judgment upon the interests of this corporation, that it has no right to derive an income on its capital from the business brought upon it by the Western road, and that the only admissible claim for this part of its business, is merely some compensation for the use of the road; as if that business were an accidental accession, entirely distinct and foreign from the objects for which the road was formed.

The enlarged capital was not absorbed wholly or chiefly in the building of the second track of the road, but a large part of it was rendered necessary by the increased space required in land and buildings for disposing of the bulky freight and of the cars in which it is transported, as well as for the cost of additional cars and engines. The space occupied by the freight department of the business of the road in this city, is not less than 220,000 feet of land, a great part of which cost not less, and a portion of it more, than a dollar a foot, on which are buildings which have cost upwards of \$160,000. The freight cars and freight engines which have been built or purchased for the road since the opening of the Western road, cost more than \$100,000. Two thirds of these buildings, lands, engines and cars are required for that portion of the freight business which has been added to this road by its union with the Western road, and the stockholders of this corporation are as much entitled to derive an income on the capital expended for this object, as for any of their other expenditures. It is perhaps superfluous to add that it was for these purposes among others, for transacting the business of a rail-road to be extended to the Hudson river,—that the charter of this corporation was originally obtained, and that the road was constructed. These purposes were kept constantly in view in every step of its progress. It was for the ultimate accomplishment of these objects, that it was deemed important that the Boston and Worcester Rail-road should terminate on the easterly side of the city, on a commodious part of the harbor. It was for this object, that the directors of this corporation obtained from the Legislature the charter of the Western Rail-road Corporation, and used their utmost exertions for the organization of that corporation, under that charter, which was granted to them exclusively.

It was for the purpose of carrying into execution these long contemplated objects, that the Western Rail-road was united with the Boston and Worcester road by special agreement between the directors of the two roads. In further accomplishment of the same purpose, all addi-

tional expenditures have been incurred by this corporation, which have been found necessary for carrying out, in the most ample manner, and with every desirable accommodation, a perfect system of joint transportation over the two roads. For this purpose, a union of these two roads has been established on the principle that the sole direction and management of each shall be under the control of its own officers, and that the income and emoluments of each shall enure to the sole and exclusive benefit of its proprietors. The idea that the proprietors of the Boston and Worcester Rail-road are not as fully entitled to the income derivable under their charter, from the business which comes to the road from the Western road, as from any part of their business, and that the proprietors of the Western Rail-road have any more title to share in it, than the proprietors of the Boston and Worcester road have to share in the emoluments of the Western, is entirely without foundation. There is nothing to countenance it in the history of the two corporations, nor in the provisions of the charters on which they are founded.

It is sometimes contended that the great number of passengers and amount of freight brought upon the Boston and Worcester Rail-road by the Western road, constitutes a claim in favor of that road for compensation, or for a reduction of the rates of compensation for the transportation of such passengers and freight. If the principle were admitted, it must be applied, on the other hand, to justify a like claim on the Western road in favor of this, for this road adds as many passengers and as much freight to the business of the Western road, as that does to the business of this. The accidental circumstance, that one was built before the other, makes no difference in the comparative justice of the two claims, especially as the first of the two roads at the time of its construction, was regarded as the commencement of a scheme of improvement which was completed by the second.

On reference to the comparative amount of business on the Boston and Worcester road, commencing and terminating at Worcester, in the two periods immediately before and after the opening of the Western road, it will be easily ascertained that a very large proportion of the passengers and freight which now form the joint business of the two roads, would have come upon the Boston and Worcester road, if the other had not existed. So large is the proportion of this class of freight, that it is demonstrable, from a comparison of the accounts of the Boston and Worcester road in these two periods, that the net profit per annum to this road, from the whole joint freight since the opening of the Western road, is less than was derived during the two years

preceding that opening, from that portion of the freight business which has been since transferred to the Western road, and thus became a part of the joint freight. This result arises from the fact that the rates of the joint freight are so far reduced, that the income on the increased amount transported, does not compensate for the loss in the reduction of rate.

No claim was made by the directors of the Western road, as far as the directors of this corporation are aware, for a division of the emoluments of the joint business of the two roads, on principles varying materially from those which have been always recognized by us, until near the close of the year 1843. A claim was then made for a division of the income derived from this business, which was regarded as claiming a part of the earnings of this road. It was therefore declined as a demand inconsistent with the rights of this corporation. A counter proposition was made for settling a principle of division, which proved unsatisfactory; and after some unsuccessful negotiations for a modification of the arrangement then existing, the directors of the Western road put an end to the negotiation by presenting a petition to the Legislature, praying them, after due notice, to prescribe the rates of toll which the Western Rail-road Corporation shall pay for the right of entering upon and using the Boston and Worcester Rail-road.

By the agreement in force at the time when this petition was presented to the Legislature, and in pursuance of a part of it, which had been in force from the opening of the Western road, and under which the passengers on the joint line were conveyed in cars passing through its whole length, furnished at the joint expense of the two corporations, the directors of this road abated, in favor of all passengers coming from or going to the Western road, a sixth part of the rate of fare charged to local passengers; which difference they collected from passengers proceeding from this road and paid over to that corporation. This was, in practice, paying to the Western Corporation a sixth part of the passenger fare paid for travelling on the Boston and Worcester road, by all persons coming from or going to the Western road. It was intended, however, by this corporation as an abatement of the local fare for the encouragement of the joint travel, by which the Western Corporation might realize a higher rate of compensation from the joint passengers, than was demanded by this, they being authorized to increase the fare charged to the joint passengers in the same proportion. The mode of making the discrimination by selling the tickets of the two roads at the local rates, and accounting for the differ-

ence in settlement between the agents of the two corporations, was agreed on as the only ready mode of guarding against fraudulent evasions of the regulations, to the injury of both corporations. It was not intended as a concession to the Western road of a right to any part of the earnings of this road, nor was it understood that the directors of that road made any such claim.

The effect of the regulation was to give to this corporation 27-9 cents only per mile for the conveyance of all joint first class passengers, while it gave to the Western road a higher rate, varying from a sixth to a third part more, according to the distance which they traveled on that road. The only exception from this discrimination in their favor, during the four years preceding the date of their petition, consisted in the reduction made by that road on the fare of passengers to and from the State of New York, which diminished their proportion of receipts.

This road, also, during a portion of the period made a further reduction of fare in favor of that class of passengers, to one dollar each. There was therefore no necessity for appealing to the Legislature, for obtaining a large discrimination in favor of that road, in the rate of compensation obtained by it from the joint travel of the two roads.

In regard to freight, the directors of this road could not adopt a similar principle of discrimination in favor of the Western road, because the rates of compensation which were deemed expedient, were so low, that it would have deprived this corporation of all adequate remuneration for the expense of doing the business, and for the use of the very large proportion of their capital devoted to it. The amount actually received during the last year of the then existing agreement, (1843), was very small compared with the amount of merchandise transported,—far below the ordinary rates of compensation, for the transport of merchandise on rail-roads, and greatly below the rate charged on the local business of the road.

Under these circumstances, the petition of the Western Rail-road came on for a hearing before the Committee on Rail-ways and Canals, of the Legislature, at its last session ; but in pursuance of a suggestion of the Chairman of the Committee, it was agreed between the directors of the two corporations, to refer the petition to three eminent jurists, with power to hear and determine all matters which might be brought before them by the parties “ as fully as the Legislature could do under the said petition,” the award of the referees to be binding for the period of one year from the 1st day of January, then current,

(1844), and until the expiration of three months, from the date of notice by either party to the other, of dissatisfaction therewith. In thus submitting the question for a limited period to the decision of referees, the directors yielded to a desire of either settling a difficult controversy on satisfactory terms, or of postponing it until its merits could be better understood, from the results of experience. On the hearing of the case by the referees, the counsel for the corporation with the approbation of the directors, submitted a paper in which they denied the authority of the Legislature, under the circumstances of the case, and consequently that of the referees under the terms of the submission, to interfere with the relations or mode of conducting the business of the two corporations; but at the same time they expressly waived this objection to the powers of the referees, so far as to agree that they should proceed to make a report upon equitable principles, by dividing the income and expenses of the joint business between the two corporations, in such proportions as they should think just, for the period limited in the reference. Under this agreement the referees proceeded to hear the parties, and on the 21st of May last, they made their award.

This award was of course adopted as the rule by which the account of earnings, from the joint passenger and freight business of the two roads, were divided between the corporations during the past year. The directors having considered the principles on which the award is based, and having carefully examined the accounts of the year's business, with particular reference to the effect and reasonableness of the rule prescribed in it, for dividing the joint income of the two roads, are persuaded that it assumes a principle, which violates the legal rights of this corporation, in awarding a portion of its proper income to another corporation; and also that it denies to this corporation a just and reasonable compensation, for the transportation of all the passengers and freight which come from, and proceed to, the Western Rail-road. They therefore gave notice in writing, on the 15th day of January instant, to the Western Rail-road Corporation, of their dissatisfaction with the said award, in consequence of which it will cease to be binding upon this corporation, from the expiration of three months from that date.

The directors at the same time gave notice to the directors of that corporation, that they intended to submit to them, with as little delay as possible, a proposition for the mutual arrangement of the terms, on which the joint business of the two roads shall be in future conducted.

This proposition was matured by the deliberate consideration of this board, and was communicated to the president of that corporation on the 23d instant. A copy of it is annexed to this report.

The basis of the proposition is a concession to the Western Railroad Corporation, in case the proposal is accepted, of a full and equal share of the advantages which the Boston and Worcester road derives from its favorable position, its connection with an additional line to New York, and its large local business, by proposing to share these advantages equally with the Western Corporation, so far as they apply to all the passengers and freight, which come from, or proceed to, that road, over any part of this road. It is, in other words, a tender to that corporation of an agreement, by which that road shall derive an equal profit per mile with this road, from every joint passenger and ton of freight, transported on any part of the two roads; sharing with this road, so far as the joint business is concerned, all the benefits arising from a reduction of the expenses, by dividing them on the whole business of this road. The rates so established, it is proposed, shall be adjusted from year to year on this principle, by mutual agreement, in a manner which is simple, easy, and infallible.

The directors of the Western road were notified that a proposition was about to be made to them, but they adjourned without receiving it. Before their adjournment they instructed a committee to renew their application to the Legislature for relief, but with authority to withhold it in case they should be satisfied with the proposition. The committee, on receiving the proposition, informed this board that it was of such a character that the directors of that corporation could not give their consent to the principles on which it is based. They say further in reply to the proposition, that

“The principles proposed as the basis of a division of receipts between the two companies, seem to us to be virtually those which were advocated by your board before and at the time of the hearing before the arbitrators in May last, and which were then and before, and ever since have been decidedly disapproved with great unanimity by the directors of the Western Railroad Corporation, in which opinion they were unanimously sustained by the arbitrators.”

The directors of this corporation believe that the committee are in error, in supposing that the principle of this proposition has ever been before under discussion by either of the boards of directors or in presence of the arbitrators. This board has uniformly expressed a readiness to make concessions in favor of the Western Corporation, in the

relative rates of fare to be charged on the two roads upon the joint business—the degree of difference to be arranged by mutual agreement. They have now, for the first time, proposed that that difference shall be regulated by a fixed principle, depending on the relative cost and expenses of the two roads. This proposition has been never before stated by them in this form, or to the same effect; and we do not find any thing in the award, from which it can be inferred, that the referees would have disapproved of it, if it had been stated to them.

The arbitrators in their award, state four distinct grounds on which they conceive that, on the division of the emoluments of the joint business, the new road should be favored in an equitable determination of its relations with the old. It was the intention, and it is believed to be the effect of the proposition made by this board, to meet all those grounds of discrimination in favor of the Western road, to their full equitable extent.

Whether it meets them to the full extent of the views of the arbitrators, is a point on which they have had no opportunity of expressing an opinion. In the following passages of their award, however, they appear to have recognized nearly the whole principle on which our proposition is based, though they do not distinctly define the limits of its application.

“They, in the first place, adopted the principle that the Boston and Worcester Rail-road Corporation are to be paid all the expenses to which they are subjected in the transportation of freight to and from the Western Rail-road, and that in estimating these expenses, all the freight carried on the Boston and Worcester Rail-road, from whatever source derived, should bear its proportion of all the freight expenses on that road.”

“In addition to the sum thus to be paid as the amount of actual expense incurred, in transporting the freight aforesaid, the arbitrators are of opinion that the Boston and Worcester Rail-road Corporation is entitled to a fair and reasonable profit upon this portion of their business.”

The arbitrators here recognize in express words, one of the most material parts of our proposition, viz: that the Boston and Worcester Corporation are to be paid all the expenses to which they are subjected on account of the joint freight, and that it should “bear its proportion of all freight expenses on that road” in common with all the other freight. They declare farther, that they adopt the principle that this

corporation "is entitled to a fair and reasonable profit upon this portion of their business."

This leaves it only to be determined, what is a "fair and reasonable profit" on this business? Our proposition answers that question by assuming it to be fair and reasonable, that one corporation shall receive from this business the same profit per mile as the other.

In thus proposing to the Western Corporation a principle on which to adjust the relative rates of fare and freight on all the joint business, the directors of this board believed that they had met, not only all the claims in favor of that corporation, suggested in the award of the referees, but also those which were urged on the part of that corporation in the hearing of the case. The grounds of claim then urged were, the greater cost of the Western road, in proportion to its amount of business,—its greater proportion of current expenses,—its higher grades, requiring greater expense of motive power,—its great addition to the business of this road,—the policy of the Legislature in protecting the interest of new rail-roads, formed in connection with old ones—and the extraordinary expenses of the ferry at Albany, and of the bridge over the Connecticut river, incurred by the Western road. Full weight is believed to be given to all these claims, so far as they are well founded, by the proposal to merge all expenses of each road, by an equal distribution of them on all the business of the same road and awarding to each corporation, from the emoluments of the joint business, such a proportion as will give to each an equal net profit per mile, for each passenger and each ton of freight conveyed from one road to the other.

Although, in this particular, the directors do not perceive any direct interference between the principles stated in the award of the referees, and those conceded by themselves, they, nevertheless, are not willing that those principles shall be applied without their consent, in a manner to deprive them of the power of establishing the rates of toll, or compensation, for the whole business of their own road. This is done by the award in a manner which gives to another corporation, a part of the earnings of our road, and leaves to our own corporation a very inadequate compensation for the charge and responsibility of doing the business, and for the use of the capital employed. They have therefore taken the necessary course for terminating their obligation to abide by it.

For the purpose of showing more fully than has been stated in the beginning of this report, the amount of business done during the year,

ending on the 30th November last, in the several departments, together with the earnings, expenses, and net income, the following table is presented. The statement shows not only the aggregate of business and profits in the several departments, but distinguishes under separate heads the joint business with the Western road, and that with the Norwich and Worcester road, from the local business of the Boston and Worcester road, so as to show the extent of the business, and the amount of income of each branch.

*Statement of Income and Expenses for the year ending Nov.
30, 1844.*

FREIGHT.	B. & W. Road alone.	To and from Western R.	To and from N. & W. R. R.	TOTAL.
Tons carried one mile, - -	1,381,128	3,201,444	441,298	5,023,870
Earnings, - - - -	\$90,883	\$83,802	\$24,135	\$198,820
Expenses, - - - -	32,525	75,408	10,393	118,326
Net Income, - - - -	\$58,358	\$8,394	\$13,742	\$80,494
PASSENGERS.				
Passengers carried one mile, -	4,421,497	2,535,749	1,847,941	8,805,187
Equal to through, - - -	100,488	57,631	41,101	199,220
Receipts, - - - -	\$134,839	\$59,250	\$40,545	\$234,634
Expenses, - - - -	58,347	33,463	23,866	115,676
Net Passenger Income, -	\$76,492	\$25,787	\$16,679	\$118,958
Mail, Rents, &c. - - -	- - -	- - -	- - -	\$8,739
Gross Income and Earnings, -	\$225,722	\$143,052	\$64,680	442,193
Total Expenses, - - -	90,872	108,871	34,259	234,002
Total Net Income, - - -	\$134,850	\$34,181	\$30,421	\$208,191

The *earnings* on *freight* are given above, and not the *receipts* on freight,—which will account for the variation from the statement of receipts at the beginning of the report.

This statement shows that the net income of the business of this corporation during the year amounted to \$208,191, which is equal to 7 1-6 per cent. on the capital stock of the corporation. It shows that the rate of profit on that portion of the business, which is done in connexion with the Norwich and Worcester road, including the steamboat line, under the arrangement which has been alluded to, with the directors of that road, is less than that on the local business of the road, the line being such that, on account of the competition of other lines, and other modes of transportation, it must be done at low rates, or it would be transferred to other routes. It shows also that the rate of profit arising from the portion of the business which consists of the conveyance of passengers and freight, to and from the Western road, is still much less, affording a very inadequate compensation, in proportion to the amount of the business, for the capital required for transacting it, and even for that proportion of the capital which was expended for the special accommodation of this part of the business.

Such being the results of the business of the year, as governed by the rule of division prescribed by the referees, no one can doubt that the duty which rests on the directors, of protecting the rights of the corporation, forbids their assenting to the obligations of the award, for any longer period than it is already binding upon them. They are willing to substitute for it either the principle of mutual arrangement embraced in their proposition of the 23d inst., or any other equitable principle of establishing the rate of compensation for the joint business, and dividing the proceeds between the two roads. But they are not willing to admit the principle, that any part of the earnings of their own road belong to any other corporation, or that the rates of compensation can be established but by their own act. They are taught by the experience of this award, that a tribunal of the most upright and intelligent men, with the most anxious desire of doing justice between the parties, if not particularly conversant with the details of the business, are incompetent to judge, from the representations of other persons, and the forms of proceeding which must necessarily govern such investigations, of the just claims and rights of the parties.

This statement of the proceedings of this board, in regard to all the matters in controversy between them and the Western Rail-road Corporation, is presented to the Legislature as a part of our Annual Report, in consequence of the petition which that corporation has announced its intention of presenting, praying the Legislature to interpose

by establishing the rates of compensation which shall be received for the transportation of persons and property on this road.

By the 5th section of the act to establish the Boston and Worcester Rail-road Corporation, it is provided, "that a toll be and hereby is granted and established for the sole benefit of said corporation, upon all passengers and property of all descriptions, which may be conveyed or transported upon said road, at such rates per mile as may be agreed upon, and established from time to time, by the directors of said corporation." There is nothing in the act establishing the Western Rail-road Corporation, which invalidates this grant in its substance or form. There is nothing which exempts "persons and property" brought from the Western Rail-road, from the liability to the toll here granted, or which diverts the toll thus granted for "the sole benefit" of this corporation, to the use of another corporation; nor is there any thing in that or in any other act, which deprives the directors of this corporation of the power here granted, to agree upon and establish from time to time such rates of toll, as they shall judge to be just and reasonable. Nor has any thing been alleged, in the manner in which the directors have hitherto exercised the power here granted, of establishing the said tolls for the use of their corporation, by which they have forfeited the power of doing it exclusively. The directors are aware that the ground on which the Western Rail-road Corporation rest their petition, that the Legislature will interpose to establish rates of fare for their benefit, on the Boston and Worcester Rail-road, is the reservation contained in the 14th section of their act of incorporation, in the following words: "The Legislature may authorize any company to enter with another rail-road, at any point of said Boston and Worcester Rail-road, paying for the right of using the same, or any part thereof, such a rate of toll as the Legislature may from time to time prescribe, and complying with such rules and regulations as may be established by said Boston and Worcester Rail-road Corporation, by virtue of the 5th section of this act."

It is not questioned, that the Legislature, on establishing the Western Rail-road Corporation, might have authorized it to enter with their rail-road upon the Boston and Worcester Rail-road, in which case the parties would have been subject to the provisions of the said section. But the Legislature saw fit to establish the said corporation without the right of so entering upon the said Boston and Worcester Rail-road, but "from the western termination" thereof to the western boundary of the State. The charter so granted was accepted, the company

organized, and the road constructed, without any such provision. The two rail-roads were united, as has been herein before stated, by mutual agreement of the two corporations, and in consequence thereof, and for the purpose of carrying out more effectually the object of the said union; this corporation has made the expenditure of capital already referred to, in the full faith that, in making these expenditures, after the agreement had been made and executed for the union of the two roads, no act of the Legislature would be passed, which would change the relative rights of the two corporations, by taking away the toll granted for the sole use of one, and conferring it as a donation upon the other.

If it can be supposed that the reservation of power, in the 14th section of the charter above recited, was intended to apply to the case of a corporation already existing, under a charter which gives them no right to enter upon or to use the Boston and Worcester Road, the Legislature surely would not undertake to exercise the authority so reserved, except in case of some urgent necessity, arising from the abuse by the directors of the power granted to them of establishing rules and regulations, and fixing the rates of toll. Such abuse has not been alleged, and it surely has not been practised. On the contrary, it has been shown above, and it is otherwise notorious, that the rates of fare which have been established by them are moderate and reasonable;—that, in the aggregate, they are materially lower than on the Western road itself; they are much lower than on any other class of customers of the Boston and Worcester road, and lower than the rates on the general traffic, exclusive of coal transportation, on any other rail-road in the United States. The directors feel assured that, under such circumstances, the Legislature will not interfere with the exercise of a power granted to the directors of this road, which has been hitherto exercised by them with so much moderation and so much consideration of the interests of the Western road, by reducing the rates of fare which they have established or propose to establish. It is apparent, that in so doing, they would compel this corporation to rely upon their local customers as their chief resource for an income from their capital. The Legislature will hardly deem it just or reasonable to make so marked a distinction in favor of those who travel or transport their property on the Western Rail-road, as will either deprive the stockholders of this corporation of the reasonable income which it was the intent of their charter to secure to them, or compel them to assess that income upon certain classes of their customers, and to exempt a

very large class who derive as great a benefit, at least, as any, from the use of the road.

Were the effect of such a proceeding in no degree injurious to the rights of the stockholders of this corporation, the directors would deem it unjust towards that portion of the public who have the most frequent occasion to make use of this road. There is doubtless a degree of discrimination which, for reasons sufficiently obvious, may be justly made, in the rates of compensation exacted from different classes of passengers, with a view of promoting branches of business which would otherwise fall into some other route of transportation. But the directors of this road are unwilling to depart from the principle of uniformity in proportion to the nature and degree of the service rendered, any further than the discrimination can be justified by some good and intelligible reason. On this consideration, in part, they have recently been constrained to make a reduction in the ordinary rate of charge, which had regulated their passenger fares for a number of years. From the opening of their road, to the month of December last, they had demanded, as the general rate from all first class passengers, passing over the whole road, a fare of a dollar and fifty cents, with the exception of a short period, when the charge was two dollars. From this rule was excepted only the passengers proceeding to and from the Norwich and Worcester, and the Western Rail-roads, on whom, in conformity with the arrangements above alluded to, they have uniformly assessed only a dollar and twenty-five cents. This rate was further abated under the award of the referees to a fraction over a dollar and eleven cents, making a difference of about thirty-nine cents between it and the charge on local passengers.

At the time when the rate of a dollar and fifty cents was established, it was, as has been already remarked, a low rate compared with the charges on the other rail-roads, as well as low comparatively with the amount of charges to be defrayed out of the gross income. But in consequence of the increase in the general income of the road, and of a very general reduction of rates on other rail-roads, this charge began to be regarded as comparatively high, and in some degree at variance with the principle which has governed this board in the establishment of the rates. Urgent applications were in consequence made for a reduction of it. This claim was enforced by reference to a reduction which had been made on passengers in a special train, established between Boston and Newton, (embracing, however, comparatively a small amount of travel,) and more especially to the difference of compensa-

tion which was derived from passengers to Worcester only, compared with those who pass through Worcester by the Western Rail-road. The directors conceived it to be for the interest of their stockholders, as well as in accordance with their sense of the obligation above stated, to yield to these considerations in favor of a reduction of the general rate on their whole local fare, which they have accordingly established that rate at a dollar and twenty-five cents for the whole road, and nearly proportionate rates for the parts of it.

The undersigned directors trust, that in thus attempting to vindicate the rights of the corporation, whose interests are entrusted to their charge, they will have given no ground for the imputation that they are hostile, or even indifferent, to the interests of the Western Rail-road. The whole course of their proceedings in regard to that corporation may be safely appealed to, as affording satisfactory proof of their readiness to respect all its just rights, and to coöperate in the most liberal spirit in every measure tending to promote its prosperity. The interests of both corporation will be promoted, not by a system of mutual encroachments, but by a mutual respect for each other's rights,—by acts of strict reciprocity, and by joint efforts to advance the reputation and success of both,—and the undersigned are persuaded, that notwithstanding the greater pecuniary interest of the Commonwealth, in one corporation than in the other, the Legislature will be as ready to protect the chartered rights of one, as those of the other.

Which is respectfully submitted.

GEORGE MOREY,
JOHN HATHAWAY,
ABRAHAM T. LOWE,
BENJAMIN F. WHITE,
NATHAN HALE,
DAVID HENSHAW,
DAN'L. DENNY,
ELIPH'T. WILLIAMS,
NATH'L. HAMMOND.

BOSTON, Jan. 31, 1845.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. *Boston, Jan. 31, A. D. 1845.* Then personally appeared Nathan Hale, David Henshaw, Daniel Denny, Eliphalet Williams, Nathaniel Hammond, George Morey, John Hathaway, Abraham T. Lowe, Benjamin F. White, and severally made oath that the foregoing report by them subscribed, is true, according to their best knowledge and belief.

Before me,

WM. R. P. WASHBURN,

Justice of the Peace.

PROPOSITION

Submitted to the Directors of the Western Rail-road, for the mutual regulation of the joint fares and freight.

1st. Each corporation shall be entitled to the whole income earned upon its own road.

2d. The rates of fare and freight, for the joint business of the two roads, shall be determined by mutual agreement between the two boards of directors.

3d. In determining the rates of fare and freight, for the joint business of the two roads, it shall be first ascertained what difference between their respective rates, will afford, to each corporation, an equal net profit per mile, on each passenger, and each ton of freight transported, [over the whole or any part of both roads,] taking into consideration the annual charges and the annual interest on the cost of each, with its appurtenances, and averaging these on the whole business of the respective roads. The rates established shall be such as, with a just allowance for this difference of annual expenses and interest, will give to each road an equal net profit per mile, on each passenger of the same class, and each ton of freight of the same class.

4th. For the purpose of ascertaining the said charges of the two roads, for current expenses and annual interest, averaged on each passenger, and each ton of freight carried one mile, for regulating the comparative rate of fare and freight on them for the year 1845, an accurate statement shall be made of the business of each road, in the year 1844, which statement shall exhibit,

1st. The amount of freight transportation, estimated by the number of tons conveyed one mile, and the amount of passenger transportation by the number of first class passengers conveyed one mile, including, also, an allowance for second class passengers, equal to two thirds of the number so carried.

2d. A statement of the current expenses of the year, including the cost of repairs of road, bridges, buildings, engines and cars, and all charges for loss, damages, and general expenses. The charges for the passenger and freight departments of business, to be stated separately, and those which cannot be divided by a more equitable rule, to be divided between the two departments, in proportion to the gross receipts from passengers and freight.

3d. A statement of the cost of each road, with the annual interest thereon. The interest to be reckoned at six per cent., except such part of the cost of the Western road, as is defrayed by loans on State stocks and Albany bonds, which shall be stated at the amount actually paid. The interest so ascertained on the cost of each road, to be divided between the passenger and freight departments, in proportion to the amount of receipts of income from passengers and freight.

4th. These amounts being ascertained, the aggregate of the expenses of the passenger department on each road, including its proportion of general expenses and also its proportion of interest, to be divided by the number of passengers conveyed one mile on the same road, ascertained as above prescribed, and the difference between the results so obtained, shall be the difference in the rate per mile of first class fare, to be established on the two roads for the joint business, during the current year. The difference between the second class rate to be in the same proportion. The aggregate of expenses of the freight department on each road, with the interest apportioned thereto, as above prescribed, to be divided by the number of tons conveyed one mile, and the result so obtained to govern the difference per mile, in the rate of freight to be charged on the two roads.

5th. At the commencement of each succeeding year, similar statements to be made of the business and expenses of the preceding year, with the interest, and divided between the two departments as above prescribed, and new results obtained for regulating the difference in the rates of fare and freight which each road shall receive for the joint business on their respective roads, for the current year.

NINTH ANNUAL REPORT

OF THE

CHARLESTOWN BRANCH

RAIL-ROAD.

To the Honorable Senate and House of Representatives of the Commonwealth of Massachusetts :

The Directors of the Charlestown Branch Rail-road Company submit their Ninth Annual Report of their acts and doings, receipts and expenditures, under its act of incorporation.

The amount of capital stock paid in, is . . . \$250,000 00

Amount expended at the date of the last Annual Report, \$4,049 60

The amount expended during the past year, and charged to the cost of the road, is

For construction of road and bridges, . \$9,299 74

“ land and land damages, . . . 12,038 93

“ road furniture, . . . 3,703 81

“ buildings, . . . 1,167 64

26,210 12

Total cost of road and appurtenance, . . . \$280,259 72

The receipts of the road for the past year, are

For transportation of passengers, . \$7,787 63

“ transportation of merchandise, . 26,144 05

“ rent and miscellanies, . . . 1,521 65

\$35,453 33

Less discount on freight, . . . 799 43

\$34,653 90

The expenditures of the road the past year, are

For repairs of road,	\$1,545 16	
“ repairs of engine and cars,	2,471 85	
“ fuel, oil, salaries, wages, and miscella- neous expenses,	16,666 09	
	<hr/>	\$20,683 10
		<hr/> <hr/>

The number of miles run by locomotive engines during the year, is

With passenger trains,	8,771	
“ passenger and merchandise together,	11,270	
“ merchandise trains,	5,930	
“ miscellaneous,	1,955	
Total,	<hr/>	27,926

Two dividends of profits have been made: one of three per cent. and one of two and one half per cent. on the capital stock.

Thirty-five thousand one hundred and ninety-one tons of ice were transported over the road in the year 1843, and forty-one thousand eight hundred and thirty-eight tons have been transported the past year.

The manufacture of bricks on the line of the road, has been commenced on an extensive scale, affording us a new item of freight, which promises a large increase.

A contract has been made with the Governor and Council, in behalf of the Commonwealth, by the terms of which, this company is to enclose and fill up for the State about 78,000 feet of flats adjoining the State Prison yard, for which the Commonwealth is to give the company a deed of its remaining land and flats on the westerly and southwesterly side of the prison. This will give the State a valuable acquisition to the prison lands, and it is believed will be mutually beneficial to the parties.

The straightening of the road in Somerville has been commenced in connection with the Fitchburg Rail-road Company, and will be completed in the early part of the next summer.

A lateral track to Pickerel Point, on Fresh Pond, 1925 feet in length, has been so far completed, as to admit of trains passing over it.

About 1700 feet of turn-outs for the accommodation of the ice and brick business, have been laid, and the long bridge from Prison Point Bridge has been thoroughly repaired.

Depots at Cambridge and Somerville have been built, and 12,000 feet of land at the head of Gray's wharf have been purchased for additional track room.

One engine, one passenger car, and thirty-four freight cars have been purchased, but are not all delivered.

Respectfully submitted,

JAMES DANA,
S. S. LITTLEHALE,
SAM. HENSHAW,
G. WASHINGTON WARREN,
JAMES GOULD.

January 17, 1845.

SUFFOLK, SS. *January 18, 1845.* Sworn to this day.

Before me,

JOHN J. LORING,

Justice of the Peace.

NINTH ANNUAL REPORT
OF THE
EASTERN RAIL - ROAD
COMPANY.

To the Honorable the Senate and House of Representatives in General Court assembled:

The Directors of the Eastern Rail-road Company present their Ninth Annual Report of their proceedings and of the receipts and expenditures as required by law, for the year ending Dec. 31, 1844.

The total expenditures for the construction of the road, its engines and cars, and property remaining on hand Dec. 31, 1843, was	\$2,388,631 33
During the year 1844, has been added	17,753 19
Total Dec. 31, 1844,	2,406,384 52
A part of the property, valued at	23,529 50
has been disposed of this year and additions and improvements made at the cost of	5,189 46
Diminishing the above expenditure	18,340 04
And leaving it Dec. 31, 1844,	2,388,044 48
The receipts have been from capital stock, 18,000 shares at \$100,	1,800,000
Loan of State scrip, due in 1857	500,000
Due reserved fund and other accounts,	88,044 48
	2,388,044 48

The current receipts and expenditures arising out of the business, and showing the net earnings of the road for the year 1844, together with income from all other sources and the appropriation thereof, are shown in the following tabular statement :

Receipts from passengers, . . .	\$293,762 32	
“ “ merchandise transportation, . . .	33,194 84	
Receipts from mail, . . .	10,068 50	
“ “ incidental, . . .	212 80	
	<hr/>	
Total, . . .		\$337,238 46
Expenses for repairs of road, . . .	19,176 00	
“ “ “ engines and cars, . . .	15,938 80	
“ for oil for engines, . . .	1,556 61	
“ “ “ cars, . . .	705 72	
“ “ fuel for engines, . . .	19,039 47	
“ “ miscellaneous—all other, . . .	52,902 26	
	<hr/>	
Total, . . .		109,318 86
		<hr/>
Net earnings, . . .		227,919 60
Net income from property, rents, &c., . . .		6,661 14
		<hr/>
		234,580 74
Interest on State scrip, . . .		25,000 00
		<hr/>
		209,580 74
Dividend of profits to June 30, 1844, $3\frac{1}{2}$ per cent.		
Eastern Rail-road, 18,000		
shares, . . .	63,000 00	
Eastern Rail-road in N. H.,		
4825 shares, . . .	16,887 50	
	<hr/>	79,887 50
Dividend of profits to Dec. 31,		
1844, 4 per cent.		
Eastern Rail-road, 18,000		
shares, . . .	72,000 00	
Eastern Rail-road in N. H.,		
4825 shares, . . .	19,300 00	
	<hr/>	91,300 00
		<hr/>
		171,187 50
		<hr/>
		38,393 24

Balance of profit and loss account by amount sales of property over valuation,	\$9,344 57
	<hr/> 47,737 81
Surplus Dec. 31, 1843,	39,310 30
Surplus Dec. 31, 1844,	<hr/> \$87,048 11 <hr/>
Number of miles run,	204,962
“ “ passengers,	544,994
Expense per mile,	53 ³⁴¹ / ₁₀₀₀ cts.

Interest on cost of the road to the stockholders from the payment of their assessments to the 31st Dec. 1844, amounts to 41¹⁸⁴/₁₀₀₀ per ct.
 They have received in dividends, 38⁴⁸² “

Which is respectfully submitted.

D. A. NEAL,
 JOHN HOOPER,
 ISAIAH BREED,
 DANIEL ADAMS, JR.,
 AMOS BINNEY,
 JNO. ELIOT THAYER.

SUFFOLK, ss. *Boston, Jan. 13, 1845.* Then personally appeared the above named D. A. Neal, John Hooper, Isaiah Breed, Daniel Adams, Jr., Amos Binney and John E. Thayer, and acknowledged the foregoing instrument, by them subscribed, to be true, according to their best knowledge and belief.

Before me,

B. T. REED, *Justice of the Peace.*

THIRD ANNUAL REPORT
OF THE
FITCHBURG RAIL-ROAD
COMPANY.

*To the Honorable the Senate and House of Representatives of the
Commonwealth of Massachusetts :*

The Directors of the Fitchburg Rail-road Company respectfully submit their Third Annual Report, of their proceedings, and of their receipts and expenditures :—

In the last annual report, the Legislature was then informed that, on the 20th of December, A. D. 1843, this road was opened to Waltham. On the 17th of June, A. D. 1844, it was opened to Concord, 20 miles in length, on the first day of October to Acton, 27 miles, and on the 30th day of December to Shirley village, 39 $\frac{1}{4}$ miles from Boston.

It will also be remembered that we then gave “confident expectations” of opening to Concord by July, and to Fitchburg the past autumn. Up to the date of opening to Concord, those anticipations were fully met ; it remains to show the cause which has retarded the upper portion of the line. The Board of Directors adopted, in the outset, the principle that their chartered privileges and the interests of their stockholders dictated proper deviations from arbitrary and mechanical lines, when such deviations added facilities to important towns of business and travel, and that while bound to look beyond their terminus at Fitchburg, their obligation was not irrespective of valuable local villages before reaching the same.

After having given their road to Waltham and Concord, with slight loss of distance, they sought to swing their line to the south, beyond Shirley village, to run nearer the important and flourishing town of Lancaster, and to follow more immediately the valley of the Nashua

around Wilder's ridge. Had this line been adopted, as the grading was light, it is believed that the whole road would have been finished within the time specified.

But as the State of Vermont did, in October of that year, charter important roads beyond Fitchburg, and little if any doubt could exist that Massachusetts would connect them with the Fitchburg road, a majority of the Board of Directors did not feel at liberty to deviate so far to the south as to avoid entirely the ridge in question, which deviation would have increased the line about one mile and a half. The cutting of this ridge was more severe than was at first anticipated. Every reasonable exertion, however, has been used to overcome this difficult portion of the line, and the Board are happy to announce that the road will be opened by March, ensuing, its entire length to Fitchburg.

A line still north of the one adopted, cutting the ridge still deeper which drives the Nashua round by Lancaster, was strongly urged upon the Board. It was rejected as too expensive, as a departure from a policy of running for dense population and business villages.

This last named line would have run wide of the beautiful town of Leominster, inflicting upon it an irreparable injury with no correspondent benefit to the public—while the line now adopted embraces less cost, with slight loss of distance. It is a remarkable fact, that while the Rail-road has combined the most important villages upon its route, it has effected this with less loss in distance than has been made upon many important roads in New England.

The distance from Boston to Fitchburg being, by the present travelled roads, 47 miles, while by the Rail-road it will but little exceed 49.

Grading commenced in June, 1843.

Unusual pains have been taken in grading the road; all material, likely to be affected by the frost, has been removed from the road-bed to the depth of two feet below grade, and its place supplied with free sand or free gravel, to effect which, in many instances, the material has been hauled several miles.

Superstructure.

The superstructure is of the most substantial kind, being composed of the T rail, weighing 56 lbs. to the yard, secured by spikes to ches-

nut sleepers about $2\frac{1}{2}$ feet apart with a close heavy clasp chair at the joint, weighing 18 lbs., the whole resting upon sub-sills 3 by 8 inches.

*Masonry and Bridging.**

The masonry and bridging are believed to be as substantial as those on any road, though very little has been spent for ornament. On the main road there are completed six bridges for roads over the rail-road, five farm bridges, ten arches from six to twenty feet span, nine bridges across streams and rivers, of from 12 to 144 feet span, besides the smaller culverts and cattle guards.

Depot Buildings.

A full description of all depot buildings will be given in our next annual report.

Location of Depot Buildings.

A full description in our next annual report.

Second Track.

The second track was commenced in August last, and is now in a state of much forwardness. It will extend from Charlestown to Block Island, a distance of five miles. When finished, it will obviate the very inconvenient crossing at the Lowell road. Instead of crossing, as it now does, by short curves and reverse curves, it will run straight, in a manner similar to the crossing of the Providence and Worcester Rail-roads.

The new track and straightening will be somewhat expensive, but they were rendered necessary, as well for the safety as the efficient management of the road. The multiplicity of trains now passing over the road, belonging to the Charlestown Branch and the Fitchburg Rail-roads, renders the management of both roads, on a single track, complicated.

A double track will enable each road to send out trains as often as its business operations shall require them, with safety and despatch. The double track is laid in the most permanent manner, and is in every respect equal to the track on the main line.

During the last summer the long bridge near the State prison has been thoroughly repaired, by driving new piles of oak, 14 inches

* Masonry and bridging on the second division to be given in our next report.

through, between the old piers ; these piles have been capped, and the old caps have been replaced where they were found defective, by southern pine timber, 14 inches square. The main stringers have been taken off and replaced with southern pine, 14 inches square.

Throughout the entire length of the bridge, nearly half a mile, a guard rail of timber, 12 inches square, has been securely bolted to the side, to prevent a train from running off the bridge.

Within the past year about sixty thousand feet of wharf have been built, and covered with one foot of mud from the flats, and gravel on top. The timber is placed so as to be covered by the high tides.

Thus situated, the wharves will endure for many years without decaying, and answer all the purposes of solid land. On this wharf is built the freight house. On the side and end of the wharf are laid tracks, so that vessels of the largest class can come alongside, and unload directly into the cars. Beside, there have been made about thirteen thousand feet of wharf, covered with plank, to land wood or lumber on ; and about eighty-two thousand feet of solid land. The whole area of wharves, flats and solid lands, owned by the company at Charlestown, is between 15 and 16 acres, presenting accommodations, it is believed, surpassed by those of no other rail-road in this vicinity.

Land Damages.

Few cases remain unsettled. No resort has yet been had to juries. References have been invariably tendered where the land-holder and agent of the company have been unable to agree. In one case only has reference been declined.

Road Furniture.

There are now upon the road, 3 6-wheel locomotives.

4 8 “ “

There are of passenger cars, 10 of 64 seats each, 4 with saloons.

There are of freight cars 13 8-wheels covered or box cars ;

2 8 “ for second class passengers and
baggage ;

13 8-wheels platform cars ;

32 4 “ gravel and coal cars.

And the company have now ordered 6 4-wheel covered, and 10 4-wheel platform cars.

In this department, substantial work has been the first object, and

while the outlay for cars and motive power exceeds all the estimates, the board will continue to order them until the public wants are satisfied.

Depot Lands.

The board have deemed ample room for lumber, coal, wood, and bulky articles of freight, at the several depots and turnouts, indispensable; while they have enlarged their room at Charlestown, they have still found it necessary to hire other grounds for customers. They have leased their old depot building for setting up chairs, &c., materially aiding chair builders in putting their freight upon the rail-road, while it yields a fair per cent. to stockholders.

At the local depots and turnouts, the board have purchased land as liberally as they believed themselves warranted, by any prospective business of the line, varying in quantity from 1 to 7 acres.

The quantity of land, at the Fitchburg terminus, is above 20 acres.

Miles run, and expense of running the same.

The whole number of miles run by locomotives is as follows :

With passengers,	.	.	27,600
“ freight and gravel,	.	.	27,724
Total miles run,	.	.	<u>55,324</u>

The expenses divided by the amount of miles run, give 28 8-10 cents per mile, for every mile run by locomotives.

In this, of course, is included but very little for repairs of road, and wear and tear of machinery, as the same are new.

Receipts and Expenditures.

The earnings of the road to January 1st, 1845, have been as follows :

From passengers,	.	.	\$22,446 77
“ freight, rent, &c.,	.	.	20,312 59
			<u>\$42,759 36</u>

Expenses as follows :

For fuel, oil, and miscellaneous expenses,	.	.	15,924 75
Leaving a net income of	.	.	<u>\$26,834 61</u>

Whole amount received from Assessments.

Amount received from assessments on old stock,	\$906,640 00
“ “ “ “ on new stock,	162,475 00
	<hr/>
	\$1,069,115 00

Number of Passengers carried over the Road since the 1st of May, 1844, is as follows :

In May,	4,893*
June,	7,840
July,	20,196
August,	12,544
September,	12,752
October,	8,573
November,	8,394
December,	6,990
	<hr/>
Total number of passengers,	82,182

Whole amount expended for construction of road, as follows :

Preliminary expenses,	\$3,330 66
Land damages,	55,137 07
Depot lands, in Charlestown,	115,017 99
“ “ in Fitchburg,	6,750 00
Road bed,	50,000 00
Interest,	197 20
Superstructure,	332,844 82
Grading,	180,656 39
Masonry and bridging,	75,181 71
Fencing,	6,264 62
Signs,	583 50
Engineering,	14,421 13
Incidental expenses,	7,017 23
Salaries,	5,564 29
Depot buildings,	41,037 81

* It will be recollected that the road was run by the Charlestown Branch Rail-road Company until May 1st, 1844, and they received the income until that time, for the expense of running. Their running is not included.

Road furniture,	\$85,659 91
Improvements in Somerville,	12,769 04
	<hr/>
	\$992,433 37
	<hr/> <hr/>

Creation of New Stock.

In the former estimates the cost of the Fitchburg road was set at a little rising a million. This did not include a large lot of land purchased at Charlestown.

This purchase cost the company,	\$37,000 00
The actual business has compelled the company to increase the furniture above the former estimate,	33,000 00
The same cause—the size of depot buildings,	25,000 00
They are also laying the second track from Charlestown to Block Island, at a cost of about	81,000 00
	<hr/>
In all,	\$206,000 00

To meet which \$230,000, of new stock has been created, making in all \$1,150,000, which has been promptly taken by the stockholders. It only remains to inform the Legislature that a dividend of interest will be paid to the stockholders of the road in February ensuing.

Duty upon Rail Iron.

[NOTE. By a vote of the board, Mr. Crocker was instructed to repair to Washington, and use all proper means to procure in whole or part its remission. Up to 1842, a law of 11 years' standing allowed its importation free of duty. While other rail-road companies in Massachusetts had, besides this, received direct aid in the shape of State scrip, it seemed onerous for a feeble road like the Fitchburg, without such scrip, to pay more than \$100,000, in duties to government.

To the planting and new States, who, for want of means heretofore, were, by the reviving spirit of returning trade, no sooner preparing to avail themselves of a privilege so long used by older States, it seemed to be but a matter of justice.

By the peculiar circumstances incident upon a session pending the presidential election, the question was finally laid upon the table in the Senate by a tie vote.

It will be perceived that, in presenting this claim to the consideration of government, however well founded, vital considerations are involved. No

doubt can be entertained that the United States, like Russia, Belgium, and other iron producing countries, must for years depend more or less upon England for this species of iron; and equally clear that a duty of from \$2,000 to \$3,000 per mile, of the single track, is unreasonable and oppressive.]

All of which is respectfully submitted, by

A. CROCKER,
JACOB FORSTER,
DAVID LORING,
ISRAEL LONGLEY,
HORATIO ADAMS,
ABEL PHELPS,
N. F. CUNNINGHAM,
E. HASKET DERBY.

MIDDLESEX, ss. Jan. 28, 1845. Personally appeared the above named, A. Crocker, Jacob Forster, David Loring, Israel Longley, Horatio Adams, Abel Phelps and N. F. Cunningham, and severally made oath that the foregoing report signed by them is true, according to the best of their knowledge and belief.

Before me,

S. M. FELTON, *Justice of the Peace.*

SUFFOLK, ss. Jan. 30, 1845. Personally appeared the above named E. Hasket Derby, and made oath to the truth of the foregoing report, by him signed, according to the best of his knowledge and belief.

Before me,

H. WELD FULLER, *Justice of the Peace.*

CONTRACT FOR STRAIGHTENING ROAD.

Articles of agreement made this twenty-first day of May, in the year eighteen hundred and forty-four, by and between the Charlestown Branch Rail-road Company and the Fitchburg Rail-road Company, both corporations duly established by the Legislature of Massachusetts :

Whereas an act was passed, on the sixteenth day of March last, by the said Legislature, authorizing the Charlestown Branch Rail-road Company to straighten their rail-road in Somerville and across the Lowell Rail-road, in the manner and according to the provisions named in the first section of said act, and further providing in the second section that the Fitchburg Rail-road Company shall have a right and interest in the new road-bed thus located and taken; and whereas it is for the mutual interest of both said companies that the said straightening shall be at once effected—the said companies do hereby agree and covenant with each other, that the same shall be done in the manner and according to the terms hereinafter provided.

ART. 1. The whole expenses of the proposed straightening, including land damages and materials to be furnished, and of all the proceedings connected therewith, shall be equally divided between the two companies; but an allowance, as hereinafter named, shall be made to the Charlestown Branch Rail-road Company, to reimburse them in part for the expenses already incurred in the grading and the laying the superstructure of their present track.

ART. 2. The taking or the purchasing of the land and estates that may be necessary for this purpose, and all other means needful to be adopted in relation to the ascertainment of land damages, shall be decided upon and carried into effect by the gentlemen whose names are hereto subscribed—who shall act in all matters to which this article refers, as one committee, the determination of any five of whom, at any meeting,—of which each of said committee shall have at least one day's notice,—shall be binding upon both companies.

ART. 3. The making of the contracts for the grading and the laying the superstructure of a track for each company, and the necessary turnouts and switches, and the furnishing of the materials for the same, except as provided in the fifth article, shall be done by the Fitchburg Rail-road Company, who hereby agree to do the same in a thorough and economical manner, with all possible despatch, and with equal convenience to both companies.

ART. 4. The Fitchburg Rail-road Company do also further agree to make advances of all sums of money necessary to liquidate the whole cost of the said straightening, including the necessary purchases of lands and estates, and all other expenses, and to keep an accurate account thereof, open at all times to the inspection of the committee of the Charlestown Branch Rail-road Company and their superintendent, and to give a credit to said company for their proportion of the cost for

the term of one year, they paying interest thereon from the times said advances shall be made, and having the option to pay the whole sum due at any time previous. And when any sales of surplus lands or estates shall be made, one half of the proceeds thereof shall be credited to said company; but no such sales shall be made without first giving notice to the Charlestown Branch Rail-road Company, who shall have the right to purchase said estates at the highest prices that may be offered; and in case they do not so elect to purchase, they shall forthwith convey their interest to the purchasers.

Art. 5th. The Charlestown Branch Rail-road Company shall have the right to have the rails and superstructure now upon their present track taken up and used in the proposed straightening; and in such case, the Fitchburg Rail-road Company shall contribute their rails and superstructure, or as much in proportion as the Charlestown Branch Rail-road Company may furnish, without including the same in the said account.

Art. 6th. The track for the Fitchburg Rail-road Company shall first be laid, which the Charlestown Branch Rail-road Company shall have the right to use, until their new track shall be laid, in the same manner in which they now use their present track; and when both tracks shall be completed, the northerly track shall be deemed to be the property of and shall be vested in the Charlestown Branch Rail-road Company, and the southerly track shall be deemed to be the property of and shall be vested in the Fitchburg Rail-road Company.

Art. 7th. The engineer of the said Fitchburg company, and the superintendent of the said Charlestown company, shall together make an estimate of what the cost would be at the present time to the former company of the grading and the laying of the superstructure of a track on their present road-bed, and the one-half of said estimate shall be credited to the latter company, provided that the amount thus credited shall not exceed one thousand dollars.

Art. 8th. The Charlestown Branch Rail-road Company do hereby agree to pay to the Fitchburg Rail-road Company, the balance that may be due to them on their account, to be kept as above provided, with interest as aforesaid, at any time, at the option of the former company, within one year from the date hereof.

Art. 9th. The two companies shall still retain the right and interest which they respectively hold in their present track and road-bed; and as long as the same or any part thereof shall be reserved for the purpose of turn-outs, both companies shall contribute proportionably to their

maintenance, and also to the laying of a plate-rail, if deemed expedient, when the present rail shall be taken up. In witness whereof the two companies have hereunto set their seals, and the Charlestown Branch Rail-road Company have caused their committee, G. Washington Warren, James Gould and Hiram K. Curtis, and also the Fitchburg Rail-road Company have caused their committee, Jacob Forster, Henry Timmins, Abel Phelps, and David Loring, to set their hands the day and year first above named.

G. WASHINGTON WARREN,
JAMES GOULD,
H. K. CURTIS.

Witness, HENRY JAQUES.

Seal of the Charlestown Branch Rail-road Co.

HENRY JAQUES, *Treasurer.*

JACOB FORSTER, ABEL PHELPS, HENRY TIMMINS, DAVID LORING,	}	<i>Seal of the Fitchburg Rail-road Company.</i>
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Witness, JOHN P. WELCH.

(Copy.)

SECOND ANNUAL REPORT
OF THE
HARTFORD AND SPRINGFIELD
RAIL-ROAD CORPORATION.

To the Legislature, January, 1845.

The Directors of the Hartford and Springfield Rail-road respectfully submit a report of their proceedings, receipts and expenditures of the corporation, for the past year.

The capital stock of the corporation remains as at the last annual report.

There has been expended during the year for superstructure, grading, bridging, masonry, lands, fencing, engineering and miscellaneous expenses, \$132,852 31-100; this amount has been furnished by the Hartford and New Haven Rail-road Company, under an agreement referred to in the last report.

Early in December, the road was so far completed as to be opened for use, and the Hartford and New Haven Rail-road Company with their own cars, engines and men, commenced running daily, (Sundays excepted,) over the same, four passenger and two freight trains, the receipts and expenditures of which have not yet been ascertained.

The road has been graded to a width of twenty-six feet in cuts, and sixteen feet on the embankments. The edge rail of the T pattern has been used, weighing 54 pounds to the linear yard, supported by chestnut sleepers $7\frac{1}{2}$ feet long and 7 inches through with 5 inch face, at distances partly two and one half feet and partly three feet apart. These sleepers rest on longitudinal sills of plank, 10 inches by 3, with a short piece of the same under them at their joints.

Total length of main line, Connecticut State line to Western Rail-road depot, 31,039 feet=5.8785 miles. Length of side tracks at Springfield depot, 2113 feet=0.4011 miles.

68 HARTFORD AND SPRINGFIELD RAIL-ROAD. [March,

No. of plain and level Track.	Inclination, in feet, per mile.	Whole length, in feet.	Whole length, in miles.
1st,	11.56	1988	0.3765
2d,	Level.	8200	1.5533
3d,	3.38	7800	1.4768
4th,	Level.	5000	0.9470
5th,	11.40	3300	0.6250
6th,	15.84	2000	0.3788
7th,	17.58	2751	0.5211
		31,039	5.8785

LENGTH OF STRAIGHT LINE.		LENGTH OF CURVES.		RADIUS, IN FEET.
Length, in feet.	Length, in miles.	Length, in feet.	Length, in miles.	
16,543	3.1332	1275	0.2358	3820= 1° 30"
108	0.0204	250	0.0473	1910= 3°
2,012	0.3812	642	0.1216	1433= 4°
1,870	0.3542	3123	0.5915	2292= 2° 30"
1,922	0.3640	1275	0.2416	5730= 1°
		1480	0.2806	4911= 1° 10"
		569	0.1071	477½ 12°
22,455	4.2530	8584	1.6255	

The number of miles run by locomotive engines, is as follows :

Passenger trains,	-	-	-	-	-	-	624 miles.
Merchandise trains,	-	-	-	-	-	-	312 "
Miscellaneous "	-	-	-	-	-	-	say 200 "

All which is respectfully submitted,

CHESTER W. CHAPIN,
CHARLES F. POND,
F. R. GRIFFIN,

Directors.

STATE OF CONNECTICUT.

HARTFORD COUNTY, ss. Then Chester W. Chapin, Charles F. Pond and F. R. Griffin, appeared and severally made oath that the foregoing statement is true, according to their best knowledge and belief, on this the 22d day of January, A. D. 1845.

EDWARD GOODMAN, *Justice of the Peace.*

NINTH ANNUAL REPORT
OF THE
N A S H U A A N D L O W E L L
RAIL-ROAD CORPORATION.

To the Honorable Legislature of the Commonwealth of Massachusetts:

The Directors of the Nashua and Lowell Rail-road Corporation hereby submit their Ninth Annual Report of their acts and doings, receipts and expenditures, under their acts of incorporation, from October 31, 1843, to November 1, 1844.

The total amount of capital stock paid in, is . . . \$380,000 00

The amount expended the past year, including the sum taken previously from the contingent fund, is

For repairs of road and depots, . . .	\$20,618 61	
“ “ “ engines and cars, . . .	19,220 40	
“ fuel, salaries, and all other miscellaneous expenses, . . .	19,804 77	
		\$59,643 78

The amount received the past year, is

From passengers,	\$47,165 67	
“ merchandise,	44,753 84	
“ miscellaneous receipts,	2,668 29	
		\$94,587 80

The amount expended for repairs of road and depots, and for engines and cars, includes the sum of \$18,216 41, which has been taken from the contingent fund during the last four years, and expended as

the public convenience and economy required, for alteration and enlargement of depot, side track, renewals of road, and for a new locomotive engine, passenger cars, and sundry machinery for repairs.

\$5,645 68 of the above sums was included under the head of miscellaneous expenses, in our last report, and has been deducted from the same item in this report.

During the past year, there has been divided from the profits of the road, \$38,000, being two dividends, one of four, and the other six per cent.

Owing to the public patronage of the road, a reduction of about 20 per cent. on the net income of passenger fare, took place on the 1st November last. A reduction on freight, of an equal amount, was made the 1st May last.

The number of miles run by our locomotives during the year, has been as follows :

With merchandise trains,	.	.	.	.	11,900 miles.
“ passenger “	.	.	.	.	28,875 “
“ miscellaneous “	.	.	.	.	1,575 “
					<hr/>
					42,350 “

All which is respectfully submitted, by

DANIEL ABBOT,
THOMAS B. WALES,
CHARLES F. GOVE,
HENRY TIMMINS,
JESSE BOWERS,

Directors.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Dec. 27, 1844. Then the above named personally appeared, and made oath, that the foregoing report, by them subscribed, is, in their belief, true.

Before me,

LOWELL M. STONE,

Justice of the Peace.

Boston, Jan. 3, 1845. Having examined the foregoing accounts of the Nashua and Lowell Rail-road Corporation, as presented by the directors, I hereby certify the same to be correct, according to the best of my knowledge and belief.

WILLIAM AMORY,

Commissioner for the State of Massachusetts.

SIXTH ANNUAL REPORT
OF THE
NEW BEDFORD AND TAUNTON
RAIL-ROAD CORPORATION.

To the Honorable the Legislature of the Commonwealth of Massachusetts:

The Directors of the New Bedford and Taunton Rail-road Corporation do hereby make their Sixth Annual Report of their acts and doings, receipts and expenditures, under their act of incorporation, to 31st December, 1844.

Amount of capital stock paid in, . . . \$400,000

Expenditures.

Amount expended on cost of road at the time of the last annual report, . . . \$396,253 56

Since which time there has been paid

for land, &c., . . . 256 62

396,510 18

Amount paid for 20-31 parts of engines, cars, &c., at the time of last annual report, . . . \$32,289 69

Amount expended since, . . . 2,161 83

34,451 52

Whole cost of road, engines and cars, . . . \$430,961 70

74 NEW BEDFORD AND TAUNTON RAIL-ROAD. [March,

The receipts during the year, ending 31st December, 1844, have been as follows :

Amount received for transportation of passengers,	\$46,744 63	
Amount received for transportation of merchandise,	14,444 57	
Amount received for transportation of U. S. Mail,	2,100	
Amount received from Taunton Branch Rail-road Corporation, under our agreement with them, of 1st November, 1839,	1,708 54	
	<hr/>	\$64,997 74

The expenditures during the year, ending 31st December, 1844, have been as follows :

Repairs of road,	3,786 62	
“ “ engines and cars,	6,893 77	
Fuel, oil, salaries and miscellaneous expenses,	13,500 12	
	<hr/>	\$24,180 51

There have been two dividends declared during the year, of 3 per cent. each, on the amount of capital \$400,000, say \$24,000.

Statement of the number of miles run by the different trains over the road, for the year ending 31st December, 1844.

Passenger trains,	26,880	
Merchandise trains,	12,520	
Clearing track of snow,	401	
Gravel trains,	595	
	<hr/>	
Total,	40,396 miles.	

All of which is respectfully submitted,

THOMAS MANDELL,
P. G. SEABURY,
WARD M. PARKER,
GEO. HOWLAND,
DAVID R. GREENE.

BRISTOL, ss. *New Bedford, Jan. 20, 1845.* Then personally appeared before me the subscriber, a Justice of the Peace for said county, the within named Thomas Mandell, Pardon G. Seabury, Ward M. Parker and David R. Greene, who severally made oath, and the within named George Howland who made affirmation, that the foregoing report by them subscribed, is true, to the best of their knowledge and belief.

J. H. CLIFFORD.

FIRST ANNUAL REPORT
OF THE
NORTHAMPTON AND SPRINGFIELD
RAIL-ROAD CORPORATION.

*To the Honorable Senate and House of Representatives of the State of
Massachusetts :*

The Directors of the Northampton and Springfield Rail-road Corporation, in conformity with the laws of this Commonwealth, respectfully submit this their First Annual Report.

The Corporation was organized by the adoption of by-laws and the choice of seven directors on the 30th day of May last. It being ascertained that \$350,000 had been subscribed, it was voted that that sum constitute the capital stock of the corporation.

On the 5th day of June following, the directors convened and completed their organization by the choice of a president, treasurer and clerk. The clerk was duly sworn, and the treasurer has given the requisite bonds.

Three assessments, amounting to 25 per cent. of the capital stock, have been made by the directors. The stockholders, however, availing themselves of the condition of subscription, have paid in more largely, so that the amount of capital paid in is \$171,175.

That part of the road lying between the Western Rail-road and the Chicopee river, was put in progress of construction immediately, and will be open for use in the course of a few days. The location of this portion of the road was filed with the county commissioners of the county of Hampden within the period specified in the charter.

Upon the suggestion of the engineer, a route for the upper portion of the road, varying from that described in the charter, was surveyed minutely, in connection with revisory and accurate surveys of the route

designated in the charter. This was done for purposes of comparison, and while it resulted in very essential improvements of the line originally granted, it developed such advantages upon the new line as to leave the directors no hesitation as to the choice which, in view of the interests of the stockholders and the community, they should make. The new line, instead of passing up the *east* side of the Connecticut river, and crossing said river near Northampton, as defined in the charter, crosses the river at a place in the town of Springfield known as Willimansett, and passes thence to Northampton on the *west* side of Connecticut river. By this change, a maximum gradient of 17 feet to the mile is substituted for one of $40\frac{1}{2}$ feet to the mile; the bridge across the Connecticut river is reduced from a length of 1300 feet to the length of 770 feet, while its position is much more secure against damage by floods. The load of an engine weighing ten tons, is as 83 tons to 139 in favor of the change of route—while a summit of 90 feet on the chartered line is entirely obviated on the other, the highest point on the latter being attained at the depot in Northampton. The estimated saving of cost by virtue of the change of route is from \$60,000 to \$70,000.

The directors caused a meeting of stockholders to be holden in the city of Boston, to which they submitted a full statement of the facts developed, and were authorized by a vote of said meeting to prosecute, at discretion, the means necessary to secure the desired change. Application was accordingly made to the Court of Common Pleas, under the 74th section of the 39th chapter of the Revised Statutes, and after a full hearing of the case, the court decreed the prayer of the petitioners.

In pursuance of the authority thus conferred, the remainder of the road—from Chicopee river to Northampton—has been put under contract on very favorable terms. The work is under vigorous prosecution, and in a state of considerable forwardness. The directors hope to have the entire road completed and opened for use during the fall of the present year.

The weight of rail adopted is 56 lbs. to the yard, and the general character of the construction is intended to be, in point of solidity and permanence, that which comports with true economy, and with the expected resources and business of the road.

Financial Statement.

Capital stock paid in,	\$171,175 00	
Interest,	1,199 06	
Due on agents' accounts,	463 57½	
Cash,	\$115 76	
Northampton Bank,	2,661 01	
Merchants Bank, Boston,	23,429 86	
Preliminary survey,	689 75	
Miscellanies,	873 48	
Right of way, damages, depot lands,	54,124 82½	
Bills receivable,	25,998 30	
Rail bars,	32,944 65	
Engineers' current account,	11,038 21	
Construction, including expenses of engineer department, and cost of two locomotives,	20,961 79	
	<u>\$172,837 63½</u>	<u>\$172,837 63½</u>

Of the \$54,124 82½ paid for right of way, damages and depot lands, some \$30,000 (approximately) has been paid for depot lands, a large portion of which the directors expect to realize by the sale of such parts as are not needed for permanent purposes.

ERASTUS HOPKINS,
ELIPHALET WILLIAMS,
SAM'L HENSHAW,
E. H. ROBBINS,
JAMES K. MILLS,
JOHN CHASE.

Boston, January 2d, 1845.

SUFFOLK, ss. *Boston.* Personally appeared Erastus Hopkins, Eliphalet Williams, Sam'l Henshaw, E. H. Robbins, and James K. Mills above named, and made oath that the foregoing report is, according to the best of their knowledge and belief, true, this 2d day of January, A. D. 1845.

Before me,

CHARLES HAYWARD, *Justice of the Peace.*

SUFFOLK, ss. *Boston.* Personally appeared before me the above named John Chase, and made oath that the foregoing report is true, according to the best of his knowledge and belief, this 7th day of January, A. D. 1845.

GEORGE MOREY,

Justice of the Peace.

NINTH ANNUAL REPORT

OF THE

NORWICH AND WORCESTER
RAIL-ROAD CORPORATION.*To the Honorable Legislature of the Commonwealth of Massachusetts :*

The Directors of the Norwich and Worcester Rail-road Corporation,
in obedience to the laws of the Commonwealth of Massachusetts,
present this, their Ninth Annual Report, as follows :

Cost of the road, engines, depots, wharves, &c., see	
Commissioners' Report,	\$2,170,365 61

Receipts during the year ending December 31st, 1844,
are as follows :

For transportation of passengers, .	\$135,654 87
“ “ “ freight, .	78,788 05
“ “ “ mails and govern- ment expresses, .	6,102 19
“ “ “ package express, .	2,920 54
“ rents, wharfage, &c., .	2,052 35
“ interest and settlement with Boston and Worcester Rail-road, .	5,156 05
	<hr/> \$230,674 05

Expenses during the year ending 31st Dec. 1844 :

Repairs of road,	\$10,233 90
“ “ cars and engines,	12,357 74
Fuel and oil,	17,556 37
Miscellaneous expenses,	32,783 10

Contingent expenses,	\$1,352 93	
Salaries,	770 80	
Interest on all debts and loans,	50,797 98	
Miscellaneous expenses, incurred previ- ous to 1844,	3,978 11	
Contingent do. . . do.	1,378 77	
	<hr/>	131,209 70
To credit of profit and loss,		\$99,464 35

Whole number of miles run during the year 1844 :

By passenger trains,	113,319
“ freight “	38,191
“ trains, road clearing and repairing,	6,758
	158,268 miles.

A dividend of \$3 per share was declared on the 23d day of December, 1844, and paid on the 2d day of January, 1845.

All which is respectfully submitted.

DAN. TYLER,
ELIHU TOWNSEND,
ALFRED BROOKS,
JOHN RANKIN,
JACOB LITTLE,
SAMUEL R. BROOKS.

Personally appeared before me, Piene M. Irving, notary public, duly commissioned and sworn, dwelling in the city of New York, the aforesaid Daniel Tyler, Elihu Townsend, Alfred Brooks, John Rankin, Jacob Little, and Samuel R. Brooks, and made oath, that, to the best of their knowledge and belief, the above report is accurate and just.

[L. S.] In testimony whereof I have hereunto subscribed my name and affixed my notarial seal, this 23th day of January, A. D. 1845.

PIENE M. IRVING,
Notary Public.

REPORT OF COMMISSIONERS.

The undersigned, having been called upon to examine the accounts of the Norwich and Worcester Rail-road Company, relative to the expenditures for the road, and decide what portion of said expenditures are to be applied to the different sections of the road, report, that on the 13th day of January, 1845, we examined the accounts of said company up to the 31st December, 1844, and found that there had been expended for the road in Connecticut, the sum of \$5,085 49

Viz.—Carriage department, . . .	\$2,916 67
Depot buildings, . . .	437 50
Land damages, . . .	545 11
Graduation, . . .	499 16
Laying rails, . . .	687 05
	<hr/>
	\$5,085 49
	<hr/> <hr/>

To which add amount up to 31 December, 1843, 1,516,145 43 $\frac{3}{4}$

Making the cost in Connecticut, 31 December, 1844, \$1,521,230 92 $\frac{3}{4}$

That there had been expended for the road in Massachusetts, during the year, the sum of. . . 3,019 83

Viz.—Carriage department, . . .	\$1,458 33
Depot buildings, . . .	700 00
Laying rails, . . .	861 50
	<hr/>
	\$3,019 83
	<hr/> <hr/>

To which add amount up to 31 December, 1843, 650,421 05 $\frac{1}{4}$

Making the sum of . . . 653,440 88 $\frac{1}{4}$

From which deduct for property sold at Worcester, . 4,306 20

Leaving the cost 31 December, 1844, . \$649,134 68 $\frac{1}{4}$

To which add amount in Connecticut, . 1,521,230 92 $\frac{3}{4}$

Gives as the whole cost of the road, 31 Dec., 1844, \$2,170,365 61

That the company have kept the accounts separate and distinct for the expenditures on the road in each State, agreeably to the acts of incorporation, creating said Norwich and Worcester Rail-road Company.

That the receipts of the company, for the year ending 31 December, 1844, amount to the sum of \$230,674 05

That the expenditures for the same time amount to . . . 131,209 70

Leaving a net gain of \$99,464 35

Viz.—Earnings previous to 1 January,

1844, \$11,412 60

From which deduct expenses that accrued previous to said time.

Viz.—Allowance to Boston and Wor-

cester road, . . . 3,978 11

Interest, 163 96

Contingent expenses, 1,378 77

5,520 84

5,891 76

Earnings within the year, . . . 219,261 45

From which deduct expenses in the same period,

Viz.—Repairs, fuel, oil, labor, &c., 84,565 84

Deduct amount

on hand, 11,733 02

72,832 82

Contingent expenses, . . . 1,352 93

Office expenses, . . . 98 29

Interest, 50,634 02

Salaries, 770 80

125,688 86

93,572 59

\$99,464 35

We have set to Massachusetts one third of the net earnings, amounting to	. . . . .	\$33,154 78
We have set to Connecticut two thirds of the same, amounting to	. . . . .	66,309 57
		<hr/>
		\$99,464 35

Respectfully submitted.

A. H. BULLOCK,
Commissioner for the State of Massachusetts.

JOHN DE WITT,
Commissioner for the State of Connecticut.

FIRST ANNUAL REPORT
OF THE
OLD COLONY RAIL-ROAD
CORPORATION.

To the Honorable the Legislature of the Commonwealth of Massachusetts :

The Directors of the Old Colony Rail-road Corporation hereby submit their First Annual Report of their acts and doings, receipts and expenditures, to the first day of December, 1844.

The act passed March 16th, 1844, creating the "Old Colony Rail-road Corporation," vested in the persons named in the first section of said act the choice of one of two routes. In the exercise of that authority, the said persons, after a patient investigation of the whole subject by a competent committee, adopted the route first mentioned and described in said act.

Sufficient subscriptions having been first obtained, this corporation was fully organized on the 25th day of June last, by the choice of seven directors, and the adoption of the necessary by-laws.

In accordance with the foregoing decision, after a very thorough and careful survey and examination, the line of the road has been definitely located from Little Neck, in Dorchester, to Plymouth, and the grading and masonry of the entire line has been put under contract upon terms as favorable as had been anticipated, and the work has been commenced and is now rapidly progressing. The other contracts are in a state of forwardness, and the directors confidently anticipate that the whole line will be finished and opened for use before the close of another year.

Seven thousand shares of capital stock have been created, on which there has been paid the sum of . . . \$87,820 00

The expenditures have been as follows :

For preliminary surveys, engineering and other expenses,	\$3,579 50
For land and damages,	31,095 29
Amount cash on hand to balance,	53,145 21
	<hr/>
	\$87,820 00
	<hr/>

All which is respectfully submitted, by

JOHN SEVER,
ADDISON GILMORE,
URIEL CROCKER,
ISAAC L. HEDGE,
NATHAN CARRUTH,
JACOB H. LOUD,
WM. THOMAS,

Directors.

SUFFOLK, ss. *Boston, Dec. 25, 1844.* Then personally appeared the above named John Sever, Addison Gilmore, Uriel Crocker, Isaac L. Hedge, Nathan Carruth, Jacob H. Loud and William Thomas, and severally made oath that the foregoing report, by them subscribed, is true, according to the best of their knowledge and belief.

Before me,

ARCH'D FOSTER,

Justice of the Peace.

FIRST ANNUAL REPORT
OF THE
STOUGHTON BRANCH
RAIL-ROAD CORPORATION.

To the Honorable the Legislature of the Commonwealth of Massachusetts :

The Directors of the Stoughton Branch Rail-road Corporation do hereby make their First Annual Report of their acts and doings, receipts and expenditures.

400 shares of the capital stock having been subscribed for, on the 28th of May last, the corporation was duly organized by the election of seven directors, who then chose a president, an agent, a treasurer, and a clerk, and shortly after an engineer.

Previous to this date, the route had been resurveyed, and soon after the road definitely located. It diverges from the Boston and Providence Rail-road at the Canton depot, passes about 200 yards to the east of Kinsley's forge; crosses the upper end of Franklin Bisby's (forge) pond; passes about 100 yards to the west of the widow Polly Bird's house; and terminates in the rear of the orthodox meeting-house, in the village of Stoughton, being just four miles in length. The steepest ascent is 45 feet per mile, and the curvatures, except those at each end of the road, not less than 1,830 feet radius.

Immediately after their election, the directors took measures to have the construction of the road commenced forthwith, and placed it under contract to responsible individuals, who expected to complete it by this time, but it is not probable now that it will be finished before the first of March. About three miles of track, besides a turnout at Stoughton and one at Canton, have been laid down, similar in materials and dimensions to the track on the Boston and Providence Rail-road. A depot at Stoughton and one at Canton are nearly ready for use.

The first estimated cost of the road was in round numbers, \$80,000, and this sum it was thought would cover all contingencies; but owing to the excess of land damages over the estimate, it is now supposed the cost of the road will probably be \$84,000. Until all the claims for land and damages shall be settled, the actual cost of the road must remain doubtful.

The amount of subscriptions for the capital stock of the corporation, being but 400 shares or \$40,000, and the estimated cost of the road being \$80,000, the directors obtained from the Boston and Providence Rail-road Corporation a loan of \$40,000, which was to have been received at such times and in such proportions as the capital stock subscribed for was paid in. It is understood by both parties, that, in case permission should be obtained from your honorable body at this session, this loan shall be converted into capital stock; and if not, it is to be refunded to the Boston and Providence Rail-road Company, in five annual instalments, with interest.

The receipts from stockholders have been	\$38,075 00
From the Boston and Providence Rail-road Co.	25,000 00
	<u>\$63,075 00</u>

The expenditures have been as follows :

Incidental expenses,	\$828 40
Salaries of officers,	1,060 00
Graduation, masonry, fencing, and wooden materials for, and laying of track,	22,482 45
Depots and turn table,	5,520 54
Iron materials for the track,	26,203 14
Land and damages,	2,519 75
Interest,	132 46
Cash in the hands of the treasurer,	4,328 26
	<u>\$63,075 00</u>

All which is respectfully submitted,

F. W. LINCOLN,
SIMEON TUCKER,
ISRAEL TISDALE, Jr.
LYMAN KINSLEY,
NATHANIEL MORTON,
OAKES AMES,
MARTIN WALES.

NORFOLK, ss. *January 13, 1844.* Then Frederick W. Lincoln, Simeon Tucker, Israel Tisdale, Jr., Lyman Kinsley, and Nathaniel Morton, a majority of the directors of the Stoughton Branch Railroad, personally appeared and made oath that the foregoing report by them respectively subscribed, is true, according to their best knowledge and belief.

Before me,

ELLIS AMES,

Justice of the Peace.

TENTH ANNUAL REPORT
OF THE
TAUNTON BRANCH RAIL-ROAD
CORPORATION.

To the Honorable Legislature of the Commonwealth of Massachusetts :

The Directors of the Taunton Branch Rail-road Corporation, do hereby make the Tenth Annual Report of their acts and doings, receipts and expenditures :

The total amount of capital paid in, is . . . \$250,000 00

The expenditures during the year ending November 30, 1844, have been as follows :

For repairs of the rail-road,	\$6,880 58
“ “ “ cars and engines,	3,729 80
Amount paid to the Boston and Providence Rail-road Co. for their portion of the receipts from passengers and merchandise,	42,823 54
Amount paid to the New Bedford and Taunton Rail-road Co., under the agreement between the two Corporations, and an account of freight,	3,757 73
Miscellaneous expenditures,	12,136 67
Expended on depots,	1,008 00
	<hr/>
	70,336 32
Expended for new merchandise cars,	1,189 01
	<hr/>
Total amount of expenditures,	\$71,525 33

The income of the corporation during the year ending November 30, 1844, has been as follows :

Amount received from the transportation of passengers,	\$65,348 91
Income from transportation of merchandise,	28,920 66
Miscellaneous receipts,	2,417 08
	<hr/>
Total amount of income,	\$96,686 65
	<hr/>

A dividend of four per cent. has been declared, payable on June 19, 1844, amounting to	\$10,000 00
A dividend of four per cent. has been declared, payable on December 23, 1844, amounting to	10,000 00
	<hr/>
Total,	\$20,000 00
	<hr/>

The number of miles run by passenger trains over the Taunton Branch Rail-road exclusively, during the year ending Nov. 30, 1844, has been	13,944
The number of miles run by merchandise trains during the same period, has been	6,930
The number of miles run by other trains, has been	696
	<hr/>
Total,	21,570
	<hr/>

All which is respectfully submitted,

THOMAS B. WALES,
JNO. F. LORING,
SAM'L FROTHINGHAM,
WM. A. CROCKER,

Directors of Taunton Branch R. R. Co.

BOSTON, Jan. 13, 1845.

SUFFOLK, ss. *Boston, Jan. 13, 1845.* Then personally appeared the above named Thos. B. Wales, J. F. Loring, S. Frothingham and W. A. Crocker, and made oath that the foregoing report by them subscribed, was true, according to the best of their knowledge and belief.

Before me,

EDW. PICKERING,

Justice of the Peace.

FIRST ANNUAL REPORT
OF THE
VERMONT AND MASSACHUSETTS
RAIL-ROAD COMPANY.

To the Honorable the Senate and House of Representatives of the Commonwealth of Massachusetts :

The Directors of the Vermont and Massachusetts Rail-road Company, respectfully submit their First Annual Report, as follows :

By the act of incorporation, passed March 15th, 1844, it was provided that, before the organization of this company, five thousand shares at least should be subscribed. More than that number having been obtained, the company was, on the twenty-second day of November last, duly organized by the choice of directors, the adoption of by-laws, and such measures as were thought to be advantageous.

Efficient means have since been adopted to increase the subscription for shares, and to carry forward the interests of the corporation. Engineers have been lately engaged to go on to the easterly portion of the line, preparatory to a final location of the road and placing the same under contract.

More than one million of dollars have been already subscribed to our capital stock—and the first assessment, of ten dollars per share, has been laid, payable on the first day of March next.

The success which has attended the Fitchburg Rail-road, and the promise of ample remuneration which accompanies this enterprise, renders the early completion of the road to Brattleborough a matter beyond reasonable doubt.

Some expenses having been incurred by individuals for preliminary surveys and other services, and the same not having been liquidated, or as yet assumed by the company, the directors are unable to state with accuracy the amount.

On the first of January, 1845, there had been no treasurer qualified to act, and no receipts or expenditures to be reported. Since that date, however, a treasurer has been qualified fully, and has entered upon his duties.

The directors, regarding it as desirable to procure still further subscriptions for stock, have adopted a course designed to accomplish this object—and have taken steps preparatory to placing a portion of the road under contract, and to break ground at as early a day as may be practicable.

NATHAN RICE,
GARDNER C. HALL,
CALVIN TOWNSLEY,
H. WELD FULLER,
THOMAS LAMB,
JOSEPH DAVIS,
ALVAH CROCKER,
ISAAC LIVERMORE.

January 28, 1845.

SUFFOLK, ss. *Jan. 28, 1845.* Personally appeared Nathan Rice, Gardner C. Hall, Calvin Townsley, H. Weld Fuller, Thos. Lamb and Joseph Davis, and severally made oath to the truth of the foregoing report by them subscribed.

Before me,

ABEL PHELPS,

Justice of the Peace.

SUFFOLK, ss. *Jan. 29, 1845.* Personally appeared Alvah Crocker, and made oath to the truth of the above report by him signed.

Before me,

H. WELD FULLER,

Justice of the Peace.

SUFFOLK, ss. *Jan. 31, 1845.* Personally appeared the above named Isaac Livermore, and made oath to the truth of the above report by him subscribed.

Before me,

H. WELD FULLER,

Justice of the Peace.

SEVENTH ANNUAL REPORT
OF THE
WEST STOCKBRIDGE
RAIL-ROAD CORPORATION.

To the Honorable Legislature of the Commonwealth of Massachusetts :

The Directors of the West Stockbridge Rail-road Corporation submit a report of their doings for the year ending Dec. 31, 1844, being their Seventh Annual Report.

The whole amount expended by the corporation for the original construction of the road, interest on money borrowed, and expenses attending the original construction, is . . . \$41,316 29

There is due from the corporation for money borrowed, and other debts created in constructing the road, about, 200 00

Making the whole cost of the road, including interest on money borrowed, \$41,516 29

Since the presentation of our last annual report, we have made contracts with the Berkshire Rail-road Corporation, and Hudson and Berkshire Rail-road Company, respectively, for the joint use of the rail-road and buildings, copies of which are hereunto annexed. The two corporations have occupied the road under said contracts since the first day of April last.

A dividend of four dollars per share was made on the first of April last, the first ever declared by this corporation.

A settlement of all existing claims and differences between this

corporation and the Hudson and Berkshire Rail-road Company, has been made during the past year.

The whole number of miles run by passenger and freight trains on the road during the year, both being commonly run in connection, is 4,258.

All which is respectfully submitted.

SYLVESTER SPENCER,
ERASTUS CROCKER,
THOMAS CONE,
HENRY W. TAFT,

Directors.

WEST STOCKBRIDGE, Jan. 4, 1845.

BERKSHIRE, ss. *Jan. 4, 1845.* Then personally appeared Sylvester Spencer, Erastus Crocker, Thomas Cone and Henry W. Taft, and made oath to the truth of the foregoing report, by them subscribed.

Before me,

SAMUEL GATES,

Justice of the Peace.

[COPY.]

This Agreement, made this sixth day of February, 1844, between the West Stockbridge Rail-road Corporation, by Henry W. Taft, Thomas Cone and Sylvester Spencer, specially authorized thereunto, on the one part, and the Berkshire Rail-road Corporation, by Robert F. Barnard, Charles W. Hopkins and Alfred Bishop, specially authorized thereunto, on the other part, witnesseth—

That said Berkshire Rail-road Corporation being desirous to run the trains from said Berkshire Rail-road to and from the "State line," for the purpose of connecting with the trains of the Western Rail-road Company at that point, the said West Stockbridge Rail-road Corporation doth, in consideration of the stipulations of said Berk-

shire Rail-road Corporation, herein after set forth, covenant and agree to and with said Berkshire Rail-road Corporation, as follows :

1st. The said Berkshire Rail-road Corporation shall have the right and privilege to run a passenger train over said West Stockbridge Rail-road, from the village of West Stockbridge to its junction with the Western Rail-road at the " State line," once a day, each way, in each and every year hereafter, during the existence of said Corporations, from the time of the opening of navigation in the spring, of the Hudson River, to Albany, for steamboats, to the time of the closing of said navigation in the fall of each and every year hereafter, as aforesaid.

2d. From the time of the closing of the navigation of the Hudson River, by steamboats, to Albany, in the fall of each and every year hereafter, to the time of opening of said navigation, so that steamboats shall run to Albany in the ensuing spring, the said Berkshire Rail-road Corporation shall have the sole and exclusive use of the said West Stockbridge Rail-road, its depot buildings, (except the office now occupied by the Hudson and Berkshire Rail-road Company), the turn-round and fixtures, with liberty to use said rail-road, depot buildings and fixtures, for doing their business, both in passengers and freight, without interference or obstruction from said West Stockbridge Rail-road Corporation, or any person claiming under them.

The said Berkshire Rail-road Corporation in consideration of the foregoing, doth hereby covenant and agree to and with said West Stockbridge Rail-road Corporation, as follows :

1st. The said Berkshire Rail-road Corporation will pay to the said West Stockbridge Rail-road Corporation, as a compensation for the use of the road as aforesaid, at the rate of fifty dollars per month, for such portion as said company shall have a right to run merely a passenger train over said road as aforesaid; and at the rate of one hundred and fifty dollars per month, for such portion of the time as said company shall have the privilege of the sole use of the said road, with its depot buildings and fixtures, (excepting the office) as aforesaid : said payments to be made monthly, to the treasurer of said West Stockbridge Rail-road Corporation, at his office in the village of West Stockbridge, whose receipt shall be a full discharge therefor.

2d. The said West Stockbridge Rail-road shall be kept in suitable repair for running, at the joint expense of the said West Stockbridge and Berkshire Rail-road Companies, during the continuance of this

contract, each party paying one moiety of the expense of repairing the same. The manner of making such repairs shall be as follows: Immediately after the opening of navigation of the Hudson River to Albany, in the spring of each year, either party, by its agent, or superintendent, or president, may give notice to the superintendent or president of the other, fixing a day at least six days distant, for meeting at the depot at West Stockbridge, for the purpose of arranging for making repairs for the year then ensuing. Said parties, when met by their agents, shall then each make offers to the other, of a sum for which the party offering will agree to keep said road in suitable running condition, during the year then ensuing; and after bidding till the lowest offer is obtained, such lowest offer shall be fixed as the price of such repairs for the ensuing year, to be made by the party making such offer; and a disinterested individual shall be then agreed upon by the parties, or if they cannot agree, each party choose one, and the two thus chosen choose a third, who shall be referees during that year, to decide at any time during that year when called on, whether said road is in suitable running repair; and if such referee or referees shall at any time decide that said road is not in suitable running repair, the party whose duty it is for that year to make such repairs, shall forthwith proceed to make such repairs, to the satisfaction of said referee or referees, and shall be liable for all damages that may accrue to the other party, through his neglect so to do. It is further agreed that either party may, at any time during the continuance of this contract, relay the track of said West Stockbridge Rail-road, with a heavy, permanent *iron rail*: and in such case, the party so doing, shall thereafter have the right to keep said road in repair during the remainder of the term, and the other party shall pay, as its half of the expense of the repairs annually, one half of the sum which the cost of repairs of said road, shall have averaged per year, from the time of the commencement of this contract, to the time of such relaying of said track.

Said Berkshire Rail-road Corporation doth further agree that the charges for transportation of passengers or freight, during the continuance of this contract, shall be the same in either direction, between West Stockbridge and any way station on said Berkshire Rail-road, and shall not exceed the charges for passengers, or for similar freight, from the same station, for the same distance south.

And said West Stockbridge Rail-road Corporation doth also agree that the charges for freight and passengers, over said West Stockbridge

Rail-road shall be the same in either direction, and that the charges for freight shall not exceed the rate charged per mile for similar [] for the same distance, on the said Berkshire Rail-road, during the period of navigation of the Hudson River.

It is further agreed, that if said West Stockbridge Rail-road Company shall choose to run trains over their road during that portion of any year, in which by the terms of this agreement, said Berkshire Rail-road Company would be entitled to the exclusive possession of the same, they shall have the right so to do; but in such case they shall at all times leave a clear track for the regular trains of the said Berkshire Rail-road Company; and said Berkshire Company, during the time said West Stockbridge Company shall so run, shall be liable to pay only at the rate of seventy-five dollars per month for the use of said road.

And said Berkshire Rail-road Company do agree to furnish such a turn-out at State line, as their convenience may require.

And said West Stockbridge Company do agree to leave the depot at State line in five minutes after the morning train of the Western Rail-road from Albany shall leave the depot for the east, and leave a clear track, the whole length of the West Stockbridge Rail-road to its junction with the Berkshire Rail-road, in fifteen minutes after leaving the State line: *provided, however*, that if the Western Rail-road train shall arrive at the State line from Albany, and leave their passengers, and the train of the West Stockbridge Company is not in sight, then the Berkshire Company may take the main track, and run directly to West Stockbridge. And the West Stockbridge Company do agree that the afternoon train over the Berkshire road shall have a clear track, from West Stockbridge to State line, so as to connect with the evening train on the Western Rail-road, from Boston to Albany.

It is further agreed between the parties, that if said West Stockbridge Rail-road Corporation choose to lease perpetually to said Berkshire Rail-road Corporation, the whole of said West Stockbridge Rail-road, with its depot buildings and fixtures, to the sole and exclusive use of said Berkshire Rail-road Corporation: then said Berkshire Rail-road Corporation shall be bound to accept such lease, and thereafter keep said road, buildings, and fixtures, in suitable repair, and to pay an annual rent for the use thereof, at the rate of eighteen hundred dollars per year, and this contract shall thereupon terminate.

And if, at any time during the continuance of this contract, said West Stockbridge Rail-road Corporation shall desire to sell said rail-

road, with its depot buildings and fixtures, they shall offer the same to said Berkshire Rail-road Corporation, at the sum of thirty thousand dollars; and said Berkshire Rail-road Corporation shall elect within three months after said offer, whether they will purchase or not, and give notice to said West Stockbridge Company of their election. If they elect not to purchase, then said West Stockbridge Company shall be at liberty to sell said road, buildings and fixtures, to any other person or company; but said Berkshire company are to continue in the possession and enjoyment of all the rights and privileges given them by this contract, till the opening of the navigation of the Hudson river, in the spring next after said West Stockbridge Rail-road Company shall have made a *bona fide* sale of said road, buildings and fixtures, and no longer.

If said Berkshire Rail-road Corporation elect to purchase said road, buildings and fixtures, and so give notice within three months as aforesaid, then this contract is not to terminate, nor possession under it to be changed, till the opening of navigation of the Hudson river in the spring next after the expiration of six months from the time the West Stockbridge Company shall have given notice of their intention to sell as aforesaid; at which time of opening of navigation, last above-mentioned, said Berkshire Rail-road Corporation shall take possession of said property, under said purchase, receive proper conveyances thereof, if not previously given, and give proper obligations, or the payment of said sum of thirty thousand dollars, in three instalments of ten thousand dollars each, payable at one, two, and three years from said date, with interest. And it is understood that the property contemplated in the above sale, includes the depot ground commonly used, around the depot at West Stockbridge, with the engine house and turn-round.

And it is further understood and agreed between the parties, that if the Berkshire Rail-road Corporation shall fail to make any payment to the West Stockbridge Rail-road Corporation, which, by the terms of this contract, they are required to make, for more than thirty days after the same shall become due and payable, then the said West Stockbridge Corporation shall have a right to terminate this contract. And it is further agreed between the parties hereto, that the party making the repairs of the road, in the manner provided in this contract, shall receive from the other party, each year, one half the amount for which the same is to be repaired, in four equal quarter-yearly payments to be made at the depot in West Stockbridge, to the treasurer or agent of the party receiving the same.

And it is further agreed, in modification of the foregoing stipulations respecting the occupation of the buildings and depot ground, that the West Stockbridge Rail-road [Corporation] does hereby reserve the right to use and occupy one half the rag-house, the east platform in the main depot, and the ground commonly heretofore used by the Hudson and Berkshire Rail-road Company for piling wood and iron, exclusively during the closing of the Hudson river, for each and every year hereafter, during the continuance of this contract—and the sole use of the engine house, while they shall run trains over said West Stockbridge Rail-road: and the said Berkshire Rail-road Corporation shall have the use and occupation of the office now occupied by Housatonic Rail-road Company, and of one third of the rag-house, for that portion of the year when the navigation of the Hudson river is open to Albany, during the continuance of this contract, and shall erect a building between the main depot and their track, sufficient to accommodate as much freight as the west platform in said depot.

And the said Berkshire Rail-road Corporation doth covenant and agree with the said West Stockbridge Rail-road Corporation, that they will defend the said West Stockbridge Rail-road Corporation against any action or indictment which may be brought against said West Stockbridge Corporation, in consequence of any fault or neglect of the said Berkshire Rail-road Corporation, its servants or assigns, whether said action or indictment is brought at common law, or under any statute of the Commonwealth of Massachusetts, and to indemnify the said West Stockbridge Corporation against all damages which shall accrue to them by reason of said action or indictment, except the said action or indictment shall arise in consequence of the neglect of the said West Stockbridge Corporation to fulfil the agreements by them made in this contract.

It is understood by the parties to this contract, that the Berkshire Rail-road is leased by a perpetual lease, to the Housatonic Rail-road Company, and that the trains now run upon said Berkshire Rail-road and over the West Stockbridge Rail-road, are run in fact by the managers of the Housatonic Rail-road, under said lease; and it is expected by the parties to this contract, that said managers of the Housatonic Rail-road, or said Housatonic Rail-road Company will continue to occupy and use said Berkshire Rail-road under said lease, so long as they fulfil the conditions thereof; and that while so running, they are to enjoy all the rights and privileges, and be subject to the restrictions herein given to, or imposed on said Berkshire Rail-road Company, as

representing the said Berkshire Rail-road Company, for the time being, under this contract.

In testimony whereof, unto this instrument in duplicate, the said West Stockbridge Rail-road Corporation have caused the said Henry W. Taft, Thomas Cone and Sylvester Spencer to subscribe their names and affix the seal of said corporation: and the said Berkshire Rail-road Corporation have caused the said Robert F. Barnard, Charles W. Hopkins and Alfred Bishop to subscribe their names and affix the seal of said corporation the day and year first above written.

Signed, sealed and delivered in presence of	HENRY W. TAFT,	} <i>Seal of the</i> <i>W. S. R. R.</i> <i>Corp.</i>
	THOMAS CONE,	
GEORGE W. PALMER,	SYLVES'R SPENCER,	
JOHN J. KELLOGG, to three first.		

R. F. BARNARD,	} <i>Berkshire</i> <i>R. R.</i> <i>Company.</i>	} <i>Seal of the</i> <i>B. R. R.</i> <i>Corp.</i>
C. W. HOPKINS,		
A. BISHOP,		

E. F. ENSIGN, witness to sig. of
Barnard, Hopkins and Bishop.

[COPY.]

This indenture, made and executed this — day of April, 1844, between the West Stockbridge Rail-road Corporation, by Henry W. Taft, Sylvester Spencer, Thomas Cone and Ashbel Cone, specially authorized thereunto of the first part, and the Hudson and Berkshire Rail-road Company, by Josiah W. Fairfield and Seneca Butts, specially authorized thereunto of the second part, witnesseth—

That whereas, the said party of the second part have for years occupied and improved the rail-road, buildings and fixtures of the said party of the first part, under temporary arrangements between the parties; and whereas they are now desirous to make a permanent agreement and contract for the use of the same: And whereas, also the said West Stockbridge Rail-road Corporation did, on the sixth day of February last past, enter into a contract with the Berkshire Rail-road Corporation, by an instrument in writing of said date, signed by Henry W. Taft, Sylvester Spencer and Thomas Cone, on behalf of said West Stockbridge Rail-road Corporation, and by Robert F. Bar-

nard, Charles W. Hopkins and Alfred Bishop, on the part of said Berkshire Rail-road Corporation, and did thereby grant to said Berkshire Rail-road Corporation, the right to use and occupy their road, buildings, and fixtures, or a moiety thereof, or certain rights and privileges therein, subject to the regulations and restrictions set forth in said contract :

The said party of the first part doth covenant and agree with said Hudson and Berkshire Rail-road Company, that they shall have the right to use, occupy and improve the West Stockbridge Rail-road, jointly with the Berkshire Rail-road Corporation, and the sole and exclusive use and possession of the grounds, buildings and fixtures of said party of the first part, (not granted to the said Berkshire Rail-road Corporation, by the contract aforesaid,) during the continuance of said West Stockbridge Rail-road Corporation, without molestation or disturbance from said party of the first part, their agents, servants or assigns, so long as the said party of the second part shall fulfil the stipulations and agreements, by them hereinafter made.

And the said party of the second part doth hereby covenant and agree, with said party of the first part, for the use of the road and buildings as aforesaid, to pay the sum of nine hundred dollars per year, said payment to be made on the first day of April in each year hereafter, during the continuance of this contract, to the Treasurer of the West Stockbridge Rail-road Corporation, at his office in the village of West Stockbridge.

And the said party of the second part doth further covenant and agree to pay one half the expense of keeping said West Stockbridge Rail-road, buildings and fixtures in good repair, during the existence of this contract, and to assume, fulfil and discharge all the agreements, obligations and liabilities of the said party of the first part, in their contract with the Berkshire Rail-road Corporation, made on the sixth day of February last, as aforesaid, respecting the repairs of said Rail-road, and the manner of making the same, and that they will not call upon the party of the first part to make good any deficiency in the repairs, occasioned by the failure of the Berkshire Rail-road Corporation to fulfil the agreements by them made in said contract, respecting the same, so long as the said contract remains in force and not rescinded.

And the said party of the second part doth further covenant and agree, with said party of the first part, that they will assume and perform all the agreements and obligations made by the said party of the

first part in the contract aforesaid, with the Berkshire Rail-road Corporation, respecting the time and manner of running trains on the said West Stockbridge Rail-road, and respecting the charges for the transportation of freight and passengers—and that they will defend the said party of the first part against any action or demand made upon the said party of the first part, by the said Berkshire Rail-road Corporation, for alleged breach of any of the covenants or agreements made by the said party of the first part, with the said Berkshire Rail-road Corporation, in their contract aforesaid, which, by the terms of this instrument, the said party of the second part are to assume and perform.

And the said party of the second part doth covenant and agree, with said party of the first part, that they will defend them against any action or indictment, either at common law or founded upon any statute of the Commonwealth of Massachusetts, which shall arise in consequence of any act or omission of the said party of the second part, their servants or assigns; and will pay all damages, costs and expenses, awarded against or sustained by the said party of the first part, in consequence of said action or indictment.

And the said party of the second part doth further covenant and agree to defend the said party of the first part, against any claim which may be made by the Albany and West Stockbridge Rail-road Company, to be allowed to run their trains over the West Stockbridge Rail-road, under the provisions of the 5th section of the act incorporating the West Stockbridge Rail-road Corporation; and if a court of competent jurisdiction shall decide in favor of the claims of the Albany and West Stockbridge Rail-road Company, then this contract shall terminate, at the option of the said party of the second part.

And the said party of the second part doth further covenant and agree, that if they shall run trains over said West Stockbridge Rail-road, during any portion of any year hereafter, during the continuance of this contract, when the Berkshire Rail-road Corporation would, by the provisions of the contract aforesaid, be bound to pay to the party of the first part (if the party of the second part did not run trains upon the road,) the sum of one hundred and fifty dollars per month, and so the said sum shall be reduced to seventy-five dollars per month, they will, on the first day of April then next following, pay to the said party of the first part such a sum, in addition to the sum of nine hundred dollars, as before provided, as will make up and assure to the said party of the first part, any deficiency created by the reduction of the monthly payments of the Berkshire Rail-road Corporation, as aforesaid.

And whereas, in the contract before mentioned between the West Stockbridge Rail-road Corporation and the Berkshire Rail-road Corporation, it is provided that the said West Stockbridge Corporation may lease or sell the entire road to the Berkshire Corporation, the parties to this contract do covenant and agree with each other :—Firstly, that the party of the second part may assign and transfer to the said Berkshire Rail-road Corporation this contract, and all the rights and privileges therein granted, and subject to all the conditions and obligations therein set forth. Secondly, that this contract shall terminate on the first day of April next following the *bona fide* sale by the party of the first part, of the rail-road, buildings and fixtures thereto belonging.

And the party of the second part doth further covenant with the party of the first part, that the Hudson and West Stockbridge Marble Association shall, on or before the first day of September next, by a good and sufficient deed, duly acknowledged, with the usual covenants of warranty, convey to the party of the first part, all the land purchased of said association by the party of the first part, and long used for a depot ground and buildings in the village of West Stockbridge, and to furnish annually, to the party of the first part, such statements as may be requested by the directors of the West Stockbridge Rail-road Corporation to enable them to comply with the provisions of the Statutes, in their annual report to the Legislature.

And the said party of the first part doth covenant and agree with the party of the second part, to choose all the necessary officers for the government and organization of the West Stockbridge Rail-road Corporation, and comply with all the legislative provisions respecting rail-road corporations; but the party of the second part shall receive the grant of the rights and privileges given them in this indenture, subject to all the restrictions and regulations imposed by future legislative enactments.

And whereas the party of the second part is the holder of certain shares of capital stock in the West Stockbridge Rail-road Corporation, the parties to this contract do mutually covenant and agree, that whenever said party of the second part shall assign and transfer said stock or any part thereof, they shall, within three days after, give notice thereof to the treasurer of said West Stockbridge Rail-road Corporation—but said transfer of stock shall not take effect as against said West Stockbridge Rail-road Corporation, until the second day of April next succeeding such transfer; and the assignees of such stock shall not be known or recognized as stockholders in any dividend which may be

made as of the first day of April next succeeding such transfer, or any intermediate semi-annual dividend, but such dividend shall be made and declared as if such transfer had not taken place; and further, that whenever the party of the second part shall dispose of so much of their stock aforesaid, that less than two hundred shares shall remain in their possession, the rent or annual payment of nine hundred dollars shall become due and payable in quarterly instalments of two hundred and twenty-five dollars on the first days of January, April, July and October in each year thereafter, to the treasurer of West Stockbridge Railroad Corporation as aforesaid.

And it is further understood and agreed between the parties hereto, that this instrument shall be construed to grant to the party of the second part, only such rights and privileges, and such part of the road and buildings as are not granted to the Berkshire Rail-road Corporation by the contract aforementioned, dated Feb. 6, 1844, and as are not inconsistent with the terms of said contract—and that, in case of the termination of the contract with the said Berkshire Rail-road Corporation, the rights, privileges and estate therein granted, do not pass to the said Hudson and Berkshire Rail-road Company under this contract, but revert to the said West Stockbridge Rail-road Corporation—and that this contract shall commence and have force from the first day of April current.

And the party of the second part doth further covenant and agree with the party of the first part, that if they shall assign this lease to the Berkshire Rail-road Corporation, as before provided, it shall be on the condition that the rent reserved, of nine hundred dollars per annum, shall be paid to the treasurer of the West Stockbridge Rail-road Corporation, in equal monthly payments of seventy-five dollars each, on the first day of each and every month thereafter.

And it is further understood and agreed between the parties, in modification of the foregoing stipulation respecting the transfer of stock, that for any number of shares sold, not exceeding sixty, the assignee shall be entitled to his certificate, after notice of transfer as aforesaid; and for all shares sold, exceeding that number, the assignee shall be entitled to his certificate, upon payment by the party of the second part, to the party of the first part, of four dollars for each share transferred, to be applied on account of rent.

In testimony whereof, the said West Stockbridge Rail-road Corporation have caused the said Henry W. Taft, Sylvester Spencer, Thomas Cone and Ashbel Cone, to set their hands and affix the seal of said

corporation ; and the said Hudson and Berkshire Rail-road Company have caused the said Josiah W. Fairfield and Seneca Butts, to set their hands and affix the seal of said company, unto this instrument in duplicate, the day and year first above written.

Signed, sealed and delivered in presence of

ABEL BROWN,

JAMES ELMENDORF,

for the three last sigs.

SYLVESTER SPENCER, }

THOMAS CONE, }

ASHBEL CONE, }

HENRY W. TAFT, }

*Seal of the
W. S. R. R.
Corp.*

J. W. FAIRFIELD, } *Seal of the H. & B.*
SENECA BUTTS, } *R. R. Co.*

NINTH ANNUAL REPORT
OF THE
WESTERN RAIL-ROAD
CORPORATION,

To the Legislature, January, 1845.

The Directors of the Western Rail-road Corporation hereby respectfully submit to the Legislature their Ninth Annual Report for the year 1844.

Of the Capital.

The chartered capital of the corporation, is \$3,000,000, and it has all been paid in or realized, as follows, viz :

Amount paid in full by stockholders on 26,734 shares, .		\$2,673,400
The balance of the shares, 3,266, were abandoned to, or bought in by the corporation, after there had been paid thereon,	\$40,193 20	
Amount paid thereon by the Company to fill up the stock, and charged to "de- ferred account," being the cost of the shares (\$87 69,) }	286,406 80	326,600
now valued at \$96, }		
		<u>\$3,000 000</u>

Statement of the NOMINAL means provided for the Construction of the Road.

1. The chartered capital as above, \$3,000 000

2. The State scrip or sterling bonds of the Commonwealth, payable as follows :

£135,000	payable	April 1, 1868.
337,500	"	Oct. 1, 1868.
90,000	"	Oct. 1, 1869.
180,000	"	April 1, 1870.
157,400	"	April 1, 1871.

£899,900

\$3,999,555 56

Of the amount granted, £100 have not been issued.

3. Bonds or scrip of the city of Albany, payable as follows :

Amount payable	July 1, 1866,	.	.	\$250,000
"	"	July 1, 1870,	.	300,000
"	"	July 1, 1871,	.	200,000
"	"	July 1, 1876,	.	250,000
				<hr/> 1,000,000 00

Total nominal means provided, . . . \$7,999,555 56

Statement of the ASSETS actually received out of the NOMINAL means provided, and AVAILABLE FOR CONSTRUCTION.

- | | | | |
|--|---|---|----------------|
| 1. Amount of chartered capital paid, | . | . | \$3,000,000 00 |
| 2. Proceeds of £380,800 of State scrip, sold in England in 1839 to 1841, at a premium. Amount realized here, including premium and exch'e, | | | \$1,833,911 96 |
| Less premium, | . | | \$21,935 06 |
| and exchange, | . | | 124,532 46 |

\$146,467 52 146,467 52

paid to the sinking fund per acts of the Legislature.

Available net, . . . \$1,692,444 44

3. Amount of balance of State scrip, (£519,100,) \$4,692,444 44
-

Subsequently sold in this country,	\$2,307,217 82	
Less net discount on sale of same,	138,486 75	
	<hr/>	
Available net,		\$2,168,731 07
4. Amount of Albany bonds,	\$1,000,000	
Less net discount on sale		
of same,	\$9,574 35	
" amount paid Albany		
sinking fund per contract	\$100,000 00	\$109,574 35
	<hr/>	<hr/>
Available net,		\$890,425 65
		<hr/>
Total available for construction,		\$7,751,601 16
To which will be added the amount to be realized on		
the sale of 3,266 shares of stock above its cost of \$87 69		
per share—which, at present value of \$96 is \$27,140 46,		
		27,140 46
		<hr/>
		\$7,778,741 62

Statement of the *debts* of the Corporation contracted for construction,
and payable from 1863 to 1876, as before stated.

Of the total amount of State scrip issued £899,900 the amount sold in England, is at all events payable there at sterling—say £380,800 at \$4 44 is \$1,690,752 00, to which must be added the exchange at the rate it shall rule, at maturity of this part of the scrip.

The balance £519,100 was sold in this country, reckoned to be redeemed, if here, at \$4 80, though sold at a discount, with the right to the holder to receive payment here at that rate, on giving 60 days prior notice, or in England at sterling (\$4 44,) at his option; this corporation giving him a separate agreement to that effect. Of course, the actual amounts to be paid on both parcels, depend on the rates of exchange at maturity of the several issues.

Estimating the whole at \$4 80, for the pound sterling,	
the amount to be paid on \$899,900, will be, as stated	
in the last Report—loan,	\$3,999,555 56
Exchange or its equivalent,	319,964 44
	<hr/>
	\$4,319,520 00

<i>Brought over,</i>	.	.	.	\$4,319,520 00
Add Albany bonds,	.	.	.	1,000,000 00
				<hr/>
Total construction debt payable from 1868 to 1876,				\$5,319,520 00
For which there is provided in the two sinking funds as				
of January 1, 1845,	.	.	.	389,210 17
				<hr/>
Balance of debt to be provided for,	.	.	.	\$4,930,309 83
				<hr/>

Sinking Funds.

The <i>Massachusetts</i> sinking fund on January 1, 1844,				
was as per last Report,	.	.	.	\$186,637 40
Interest thereon in 1844,	.	.		\$10,416 25
One per cent. on the loan paid by order				
of law "from the income of the road,				
annually,"	.	.	.	40,000 00
				<hr/>
				50,416 25

Amount in hands of Commissioners, Jan-				
uary 1, 1845,	.	.	.	237,053 65
Interest accrued and not due,	.	.		2,397 35
				<hr/>
Value of this fund, January 1, 1845,	.			\$239,451 00

The <i>Albany</i> fund was, on January 1,				
1844,	.	.	.	\$127,552 52
Interest received in 1844,	.	.		8,348 77
One per cent. on Albany loan paid annu-				
ally by contract from income,	.	.		10,000 00
In hands of Trustees January 1, 1845,	.			145,901 29
Interest due and not paid,	.	.		1,673 00
Interest accrued and not due,	.	.		2,184 88
				<hr/>
				149,759 17
				<hr/>
Value of both funds, January 1, 1845,	.			\$389,210 17

Of this amount there was paid from the				
income of business of the road,	.			\$60,000 00
From capital and accumulating interest,	.			329,210 17
				<hr/>
				389,210 17
The increase of both funds in 1844 was,				\$69,699 82

And the future interest, together with \$50,000 to be annually added from the proceeds of the business, is irrevocably pledged to the pay

ment of the principal of the debts at maturity—the semi-annual interest on the debts, being punctually paid by the Corporation, also from the proceeds of the business of the road.—The Massachusetts Fund is in the care of the Treasurer of the Commonwealth and the Treasurer of this Corporation as Commissioners, and is loaned on mortgage security or invested in safe stocks. The Albany fund is under the care of two Trustees, one appointed by this Corporation, and the other by the city of Albany, and it is loaned on bond and mortgage in Albany at an interest of 7 per cent. payable semi-annually. There are no charges for the management of either fund.

STATEMENT OF EXPENDITURES FOR CONSTRUCTION.

The entire Expenses for the Construction and Equipment of the Roads, have been as follows :

TIME.	W. R. R. — Construction.	W. R. R. — Engines and Cars.	W. R. R. — TOTAL.	Albany & W. S. Road in New York.	TOTAL.
Prior to January 1, 1844, .	\$5,181,505 59	\$576,023 79	\$5,757,529 38	\$1,753,530 28	\$7,511,059 66
In 1844,	100,019 04	61,712 53	161,731 57	13,411 24	175,142 81
Totals, Jan. 1, 1845, .	5,281,524 63	637,736 32	5,919,260 95	1,766,941 52	7,686,202 47

The items prior to January 1, 1844, as given in the Report of 1844, have been now corrected from the books.

Transportation Department.

The passenger and merchandise trains have been continued through the year, with great regularity, and without any accident of note. And the opening of the Hartford and Springfield Rail-road has enabled the company to establish continuous winter lines between Boston and New York, and Albany and New York, by way of that road, by slight variations of the previous hours of running, and without the expense of special trains.

The *receipts* from the business of the road in 1844, were as follows, viz.

For passengers,	.	.	.	\$358,694	00
“ merchandise,	.	.	.	371,131	84
From other sources—mails, expresses,					
rents, &c.	.	.	.	23,926	88
<hr/>					
Total receipts,	.	.	.	\$753,752	72

The *expenditures* on the same account for 1844, were as follow, viz.

For repairs of roads,	.	.	.	\$61,390	49
“ “ of engines,	.	29,782	44		
“ “ of cars,	.	21,510	08		
				51,292	52
<hr/>					
For fuel, oil, wages, salaries, depot and					
all other miscellaneous expenses,	.			201,391	19
<hr/>					
Total expenses,	.	.	.	314,074	20

The balance shows the net receipts,	.	.	.	\$439,678	52
Of this amount the whole interest for					
the year requires, as per treasurer's					
books,	.	.	.	\$287,977	49
Paid Massachusetts sinking fund,	.			40,000	
“ Albany “ “	.			10,000	
				337,977	49

Balance net surplus, Jan. 1, 1845,	.	.	.	\$101,701	03
------------------------------------	---	---	---	-----------	----

Since the 1st of January, a dividend of 3 per cent. has been declared, which on 26,734 shares (being all not owned by the company), amounts to . . . 80,212 00

Leaving a surplus carried forward the present year, of				\$21,489	03
--	--	--	--	----------	----

The annexed account of the treasurer shows his statement of the entire receipts and expenditures of the year, as of Jan. 1, 1845.

The whole number of miles run by all the trains in 1844, is as follows, viz.

For passenger trains	.	.	.	.	212,892 $\frac{1}{2}$
“ merchandise trains,	.	.	.	.	255,376
“ other trains—for road repairs, wood, &c.,	.	.	.	.	31,699 $\frac{1}{2}$
Total miles run,					<hr/> 499,968

The expenses averaged upon miles run, give per mile run 63 $\frac{94}{100}$ cts.

The whole number of passengers carried over the road during the year, is as follows, viz.

Through passengers—1st class,	.	.	.	17,016 $\frac{1}{2}$	
“ “ 2d “	.	.	.	7,314	
					<hr/> 24,330 $\frac{1}{2}$
Way passengers—1st class, .	.	.	.	140,868 $\frac{1}{2}$	
“ “ 2d “ .	.	.	.	55,058 $\frac{1}{2}$	
					<hr/> 195,927
Total passengers,					<hr/> 220,257 $\frac{1}{2}$

The following table gives a comparative statement of receipts, expenses, and other statistics of the transportation business, yearly, since the opening of the first division of the road.

During the past year, as will be seen by the preceding statements, the construction account has been increased by \$175,142 81, of which \$61,712 53 is for engines and cars added to the road ; and the balance is for graduation, masonry, superstructure, lands, buildings, snow fences, and similar items.

There has been added to the equipment of the road, 3 merchandise engines of 20 tons each, of 6 wheels, all drivers, built by Baldwin & Whitney of Philadelphia ; and 51 8-wheeled, equal to 102 4-wheeled merchandise cars—making in all 32 engines, and equal to 734 4-wheeled merchandise cars.

The large increase of the business of the road has required, also, considerable additions to the accommodations at various stations, and particularly an extension of the turnout tracks for the long and numerous merchandise trains. At Springfield it has been found indispensable to purchase land, and to erect thereon a new engine-house. This has been done on a scale commensurate with the wants of the business for many years to come. The building is a rectangular one, of brick, 170 feet by 144, capable of storing conveniently 32 to 40 engines and tenders.

The construction of the road to Hartford, and of the Northampton road as far as to Cabotville, has required the laying down of numerous additional depot tracks, for the junction with those roads at Springfield ; and these operations, together with the extended tracks in the new engine-house, and the turnouts on the line, have entirely exhausted the surplus supply of heavy iron rails.

For the *future*, it is quite evident that the accommodations, both for the passenger and merchandise business, at the Springfield station, are not adequate for the increasing business of the main line, and to meet the wants created by the new connections with the Hartford and New Haven, and the Northampton Roads. These it is proposed to provide by expenditures equitably apportioned between the several companies. Additional power will also be required for the accumulating business on the whole line, and additional lands and buildings, and a farther extension of the tracks at some of the minor stations.

By an inspection of preceding statements, it will be seen that the capital of the company, *available* for construction, is now nearly exhausted. And some means should be devised to provide for the immediate or early wants of the *construction* account, without throwing them as a charge upon the income of the road, or creating a debt for the purpose. If the Legislature would authorize the creation and sale of

new stock, for this object—an increase of capital—to the extent of the amount of *capital* paid into the Sinking Funds, and the accumulated interest upon them, those funds would not be in the least impaired or affected thereby, and the relief thus afforded would doubtless provide adequate means to meet all these wants, and, at the same time, by the increased facilities of doing the business, would ensure greater promptness and economy than the present means will admit of, and some portions of a second track might be at once laid down.

These temporary demands being provided for, it will then become a question of great importance to consider, whether measures should not, ere long, be adopted for gradually laying down a second track throughout the whole line. Should the business of the road hereafter increase in the ratio of the last two years, this measure, in many parts of the line, will soon be indispensable ; and if, as is now believed, the finances of the company are placed on a stable basis, and the present confidence of the stockholders and of the community, in the stability and productiveness of the stock, is confirmed, it is hoped that this desirable work may be soon entered upon, and gradually carried to perfection, as the business shall require, and the means at command shall warrant.

GEORGE BLISS,
WILLIAM JACKSON,
EDMUND DWIGHT,
EDWARD AUSTIN,
JAMES RUSSELL,
JOSIAH STICKNEY,
ROBERT CAMPBELL,
ABRAHAM H. HOWLAND,
GEORGE PRATT,

Directors.

BOSTON, *Jan. 31, 1845.*

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. *Jan. 31, 1845.* Sworn to ; before me,

ELLIS GRAY LORING,

Justice of the Peace.

JOSIAH QUINCY, JR.—TREASURER,—IN ACCOUNT WITH THE
WESTERN RAIL-ROAD CORPORATION.

DR.—Balance of last annual account,	.	.	.	\$43,671 30
Received on Contingent account,	.	.	\$111 17	
" for sale of surveying instrument,	.	.	45 00	
" for sale of the Willard house, &c.	.	.	3,187 50	
" for transport'g passengers & freight,	.	.	753,752 67	
" on notes receivable,	.	.	14,473 68	
" on Baring, Brothers & Co.'s acct.	.	.	10,268 68	
" on Agent Transportation acct.	.	.	14,198 71	
" on interest accrued but not due,	.	.	176 48	
Due to James Barnes, Superintendent,	.	.	990 41	
Interest due on Albany Bonds,	.	.	30,000 00	
Received for materials,	.	.	8,203 10	
			<hr/>	835,407 40
				<hr/>
				\$879,078 70

Expenditures.

CR.—For depot lands,	.	.	.	\$5,842 00
" deferred account,	.	.	.	3,927 41
" sundry accounts,	.	.	.	798 66
" engines and cars,	.	.	.	61,216 58
" depot buildings,	.	.	.	30,582 78
" transportation expenses,	.	.	.	314,074 20
" interest applicable to transportation dep't,	.	.	.	287,977 49
" sinking fund,	.	.	.	50,000 00
" construction,	.	.	.	66,326 76
" Albany and W. S. R. R. Co.	.	.	.	27,411 24
" notes payable,	.	.	.	10,783 73
" interest on sterling bonds,	.	.	.	2,795 98
" land damages,	.	.	.	500 00
			<hr/>	862,236 83
Balance to new account,	.	.	.	16,841 87
			<hr/>	<hr/>
				\$879,078 70

JOSIAH QUINCY, JR., TREAS. W. R. R. CORP.

Boston, Jan. 1, 1845.

REPORT

Of Commissioners of Western Rail-road Sinking Fund.

The Commissioners of the Sinking Fund of the Western Rail-road, in compliance with the directions of the statute, submit the following report of their proceedings during the past year, of the amount and condition of the said fund, and of the income of the same.

The amount of this fund on the 31st day of December,

1843, as per Commissioners' Report,	\$186,637 40
And there has been received from the Western Rail-road Corporation, 1 per cent. on loan of \$4,000,000,	40,000 00
Received for dividends and interest,	10,416 25
	<hr/>
	\$237,053 65
	<hr/>

The investments are as follows :

Notes and mortgages,	\$138,900 00
Notes and collateral,	900 00
	<hr/>
	\$139,800 00
\$29,000 U. States 5 per cent.	
stock, cost	\$29,860 00
\$4000 U. States 5½ per cent.	
stock, cost	3,833 05
\$7000 U. States 6 per cent.	
stock, cost	7,000 00
175 shares Providence Rail-road stock, \$94 50, equal	16,537 50
	<hr/>
	57,230 55
Cash on hand,	40,023 10
	<hr/>
	\$237,053 65
	<hr/>

If there be added to this, \$480 *interest due* and unpaid, also interest accrued but not due, it will amount, on the 1st of January, 1845, to \$239,451 00, which would be the whole amount of this fund on that day.

JOSIAH QUINCY, JR.

THOMAS RUSSELL,

Commissioners Western Rail-road Sinking Fund.

SECOND ANNUAL REPORT
OF THE
WORCESTER BRANCH
RAIL-ROAD COMPANY.

To the Honorable Senate and House of Representatives of the Commonwealth of Massachusetts, in General Court assembled:

The Directors of the Worcester Branch Rail-road Company, respectfully present their Second Annual Report of their acts and doings, receipts and expenditures, under their act of incorporation.

This rail-road, commenced in November, A. D., 1843, has been constructed from a point on the Boston and Worcester Rail-road, a few rods west of the covered bridge in this town to the depot at its north terminus on Lincoln square, where a few days' labor on the turning table and connecting track will make the work complete. The rail-road has been partially used since the 4th of July last, but there have been interruptions from repairs of the high embankment at the junction with the Boston and Worcester Rail-road, and its use has been obstructed by the want of turning tables, side tracks and other arrangements, which will soon be supplied.

On the fourteenth of August last, the company voted to create and offer to the original stockholders, seventy shares of new stock at fifty dollars per share, to provide funds for contracts and claims on the company.

The amount received for stock is,	\$8,125 00
“ “ “ “ tolls,	87 85
Due for stock,	25 00
	\$8,237 85

There has been expended for land and construction,	\$8,430 83
The claims and accounts outstanding, are estimated at	\$505 93

Very respectfully submitted,

W. A. WHEELER,
FRED. WM. PAINE,
STEPHEN SALISBURY,
BENJ. F. HEYWOOD,

Directors.

WORCESTER, January 11, 1845.

WORCESTER, ss. *Jan. 11, 1845.* Then personally appeared the above named William A. Wheeler, Frederick W. Paine, Benjamin F. Heywood and Stephen Salisbury, and made oath that the statement above by them subscribed, is true, according to their best knowledge and belief.

Before me,

JOHN GREEN, *Justice of the Peace.*

FIRST ANNUAL REPORT
OF THE
FALL RIVER BRANCH
RAIL-ROAD COMPANY.

To the Honorable the Legislature of the Commonwealth of Massachusetts :

The Directors of the Fall River Branch Rail-road Company, do hereby make their First Annual Report of their acts and doings, receipts and expenditures, under their act of incorporation, to the first day of January, 1845.

The stockholders held their first meeting on the 22d day of April last, when the corporation was organized, the charter was accepted, and the following persons were chosen directors, viz. : Andrew Robeson, William R. Rodman, Richard Borden, Jefferson Borden, Nathan Durfee, Micah W. Ruggles, and Simeon Borden.

The directors subsequently entered into contracts for the construction of the road. The grading is now nearly finished, and the greater portion of the materials for the superstructure distributed upon the line of the rail-road, and it is expected that the road will be so far completed by the first of July next, at farthest, that freight and passengers may then be transported over it.

On the first day of January, the stockholders had paid into the hands of the treasurer of the company, eighty-three thousand three hundred and five dollars, and the whole amount was at that date expended.

WM. R. RODMAN,
M. W. RUGGLES,
SIMEON BORDEN,
NATHAN DURFEE,

Directors.

BOSTON, *March 6, 1845.* Then appeared the above named Nathan Durfee, and testified that the above Report was correct.

Before

R. S. DANIELS,

Justice of the Peace throughout the State.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. *Boston, March 6, 1845.* Then personally appeared the above named M. W. Ruggles and Simeon Borden, and severally made oath that the above Report, by them subscribed, is true,—and at the same time appeared Wm. R. Rodman, and made affirmation to the same effect.

Before me,

CHAS. THEO. RUSSELL, *Justice of the Peace.*

TENTH

ANNUAL REPORT

OF

THE DIRECTORS

OF THE

WESTERN RAIL-ROAD

CORPORATION,

TO THE STOCKHOLDERS,

FEBRUARY, 1845.



Boston:
DUTTON AND WENTWORTH'S PRINT.
.....
1845

TENTH ANNUAL REPORT
OF THE
DIRECTORS OF THE WESTERN RAIL-ROAD
CORPORATION
TO THE STOCKHOLDERS,
February, 1845.

The Directors of the Western Rail-road Corporation present to the Stockholders, their Tenth Annual Report of the business of the Corporation for the year 1844, and of the condition of the road and its finances at the close of that year.

Inquiries have so frequently been made in reference to the capital, debts, and available means provided for the construction of the road, that it is feared some misapprehension may have existed among the stockholders on these subjects, arising from the brief and *general* manner of stating them in former reports. To obviate this inconvenience, it is now proposed to present more particular statements on these points accompanied with explanations by which they may all be clearly understood. This will be done under the heads of

- I. Chartered Capital,
- II. *Nominal* means provided for construction,
- III. Assets actually received out of nominal means, and *available for construction*,
- IV. Debts contracted for construction,
- V. Amount expended for construction,
- VI. Sinking Funds for payment of debts.

1. *Of the Capital.*

The capital authorized by the original charter was \$2,000,000, and it was increased by one million, by a subsequent act,—the State subscribing for that amount—making the chartered capital \$3,000,000, one third owned by the State, and two thirds by 1121 private stockholders.

This amount has been all paid in or realized as follows, viz :

Amount paid in full, by stockholders on 26,734 shares,	\$2,673,400	
The balance of the shares 3,266, were either abandoned to, or bought in by, the corporation, after there had been paid thereon,	\$40,193 20	
Amount paid on the same by the corporation, to fill up the stock, and temporarily charged to "Deferred account," bearing the actual cost to the corporation, \$87 69 per share, (now worth par),	286,406 80	
	<hr/>	326,600
		<hr/>
		\$3,000,000

This is considering the shares on hand as cash, at \$87 69. The excess of that sum produced on sale, is available for construction; the construction account having been charged with more than that amount in interest, on account of these shares, on Dec. 31, 1842, as per Report of Jan. 7, 1843.

II. *Of the NOMINAL means provided for the Construction and Equipment of the Road.*

1. The chartered capital as above, \$3,000,000
2. The State scrip or sterling bonds of the Commonwealth, authorized by three acts of the Legislature, and payable as follows, viz :

April 1, 1868,	£135,000
October 1, 1868,	337,500
October 1, 1869,	90,000

April 1, 1870,	£180,000	
April 1, 1871,	157,400	
	<hr/>	
	£899,900	\$3,999,555 56

Of the amount authorized, £100 have not been issued.

3. Bonds or scrip of the city of Albany payable as follows, viz :

July 1, 1866,	\$250,000	
" 1, 1870,	300,000	
" 1, 1871,	200,000	
" 1, 1876,	250,000	
	<hr/>	
		1,000,000 00

Total *nominal* means provided, \$7,999,555 56
The whole of the scrip and bonds have been sold.

III. *Statement of the ASSETS actually received out of the NOMINAL means provided, and available for Construction.*

1. Chartered Capital paid in,	\$3,000,000	
2. Proceeds of £380,800 State scrip, sold in England, from 1838 to 1841, at a premium—amount realized here—including premium and exchange,	\$1,838,911 96	
Less premium,	21,935 06	
Less exchange,	124,532 46	
	<hr/>	
Paid to the sinking fund per acts of the Legislature,	146,467 52	
	<hr/>	
Available net,		1,692,444 44
3. Amount of balance of State scrip, £519,100, sold in this country at a loss, and subsequently to the above payments to the sinking fund,	\$2,307,217 82	
Less net discount on sale,	138,486 75	
	<hr/>	
Available net,		2,168,731 07
4. Amount of Albany bonds	\$1,000,000	

Less net discount on sale of same, 9,574 35

And amount paid Albany sink-

ing fund, per contract,	100,000 00	
	<hr/>	109,574 35

Available net,	890,425 65
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Total assets available for construction,	.				<hr/> \$7,751,601 16
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Viz. Chartered capital,	.	.		3,000,000	
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State scrip,	.	.		3,861,175 51	
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Albany bonds,	.	.		890,425 65	
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				<hr/>	7,751,601 16
--	--	--	--	-------	--------------

To which will be added the amount to be realized on the sale of 3266 shares of stock, above its nominal cost of \$87 69 per share, (without interest).

IV. *Of the DEBTS of the Corporation contracted for CONSTRUCTION, and payable from 1868 to 1876.*

Of the total amount of State scrip issued—£899,900—the part sold in England, is at all events payable there at sterling, say £380,800 at \$4 44 is \$1,690,752 00.

To which must be added the exchange for remitting the funds, at the rate it shall rule, at the maturity of this part of the scrip.

The balance £519,100 was sold in this country, reckoned and to be redeemed, *if here*, at \$480, though sold at a discount;—with the right to the holder to receive payment here at that rate, on giving 60 days prior notice—or in England at sterling (\$4 44) at his option,—this corporation giving him a separate agreement to that effect.

Of course, the actual amounts to be paid on both parcels, will depend upon the rate of exchange at the maturity of the several issues.

Estimating the whole at \$4 80 for the pound, the amount to be paid on £899,900, will be, as stated in the last Report—

Loan	\$3,999,555 56
Exchange or its equivalent,	319,964 44

				<hr/>	\$4,319,520
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Add Albany bonds,		1,000,000
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Total Construction <i>Debt</i> payable from 1868 to 1876,					<hr/>	\$5,319,520
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For which there is provided in the two sinking funds,
as of January 1, 1845, . . . 389,210 17

Balance of debt to be provided for, . . . \$4,930,309 83

V. Statement of the entire amount expended for the Construction and Equipment of the Road.

The Expenditures for Construction and Equipment, in the year 1844, have been as follows :

OBJECTS.	Western Road in Massachusetts	Albany Road in New York.	TOTALS.
For Graduation and Masonry, .	\$44,364 31	\$6,542 01	\$50,906 32
“ Superstructure, . . .	7,433 14	. .	7,433 14
“ Bridging,	1,644 07	. .	1,644 07
“ Depot Buildings, Fixtures, Aqueducts, &c. . .	30,537 23	3,019 21	33,556 44
“ Depot Lands, . . .	5,842 00	4,550 75	10,392 75
“ Land Damages, . . .	500 00	7,000 00	7,500 00
“ Engineering, . . .	. .	24 94	24 94
“ Engines,	24,405 70	. .	24,405 70
“ Passenger Cars, . . .	. .	. .	. .
“ Merchandise “ . . .	37,306 83	. .	37,306 83
“ Fences,	4,470 24	6 22	4,476 46
“ Ferry Boat, . . . .	. .	28 66	28 66
	156,503 52	21,171 79	177,675 31
Less Iron Rails transferred from Albany to Western Road,	8,715 00	8,715 00	. .
	\$165,218 52	\$12,456 79	\$177,675 31

WESTERN RAIL-ROAD.

The Total Expenditures to January 1, 1845, are as follows :

	W. R. R. — Construction.	W. R. R. — Engines and Cars.	W. R. R. — TOTAL.	A. & W. S. R. — Construction.	TOTAL.
Prior to January 1, 1844, . .	\$5,181,505 59	\$576,023 79	\$5,757,529 38	\$1,753,530 28	\$7,511,059 66
In 1844,	100,019 04	61,712 53	161,731 57	13,411 24	175,142 81
	5,281,524 63	637,736 32	5,919,260 95	1,766,941 52	7,686,202 47

The items prior to January 1, 1844, as given in the Report of 1844, have been corrected from the books.

VI. *Sinking Funds.*

The <i>Massachusetts</i> Sinking Fund, on Jan. 1, 1844,	
was, as per last Report,	\$186,637 40
Interest received thereon in 1844,	\$10,416 25
One per cent on the loan paid by order of law "from the income of the road annually,	40,000 00
	<hr/> 50,416 25

Amount in hands of Commissioners, Jan. 1, 1845,	\$237,053 65
Interest accrued and not due,	2,397 35
	<hr/>
Value of this fund, Jan. 1, 1845,	\$239,451 00

The <i>Albany</i> Fund was, on Jan. 1, 1844, \$127,552 52	
Interest received in 1844,	8,348 77
One per cent. on Albany loan, paid annu- ally by contract from income,	10,000 00

In hands of Trustees, Jan. 1, 1845,	\$145,901 29
Interest due and not paid,	1,673 00
" accrued and not due,	2,184 88
	<hr/> 149,759 17

Value of both Funds, Jan. 1, 1845,	\$389,210 17
Of this amount, there was paid from the income of business of the road,	\$60,000 00
From capital and accumulating interest,	329,210 17
	<hr/> 389,210 17

The increase of both funds, in 1844, was \$69,699 82 ; and the future interest, together with \$50,000 to be annually added from the proceeds of the business, is irrevocably pledged to the payment of the principal of the debts at maturity—the semi-annual interest on the debts being punctually paid by the Corporation, from the proceeds of the business of the road.

The *Massachusetts* Fund is in the care of the Treasurer of the Commonwealth and the Treasurer of this Corporation, as Commissioners,

and is loaned on mortgage security or invested in safe stocks. The Albany Fund is under the care of two Trustees, one appointed by this Corporation and the other by the city of Albany, and it is loaned on bond and mortgage in Albany, at an interest of 7 per cent., payable semi-annually. There are no charges for the management of either fund.

Recapitulation.—Construction Finances.

Total Chartered Capital realized,	\$3,000,000 00
<i>Nominal</i> means provided for construction,	7,999,555 56
<i>Assets</i> actually realized from same,	7,751,601 16
Debts contracted for construction, say	5,319,520 00
Amount expended for construction, Dec. 31, 1844,	7,686,202 47
Amount of Sinking Funds applicable to Debts,	389,210 17

The profits on shares to be sold is to be added to the *assets*.

By the foregoing statement of construction expenses, it will be seen that the construction account has been increased during the past year by the sum of \$175,142 81. Of this amount, \$61,712 53 is for engines and cars. There have been added to the equipment three freight engines, of about 20 tons each, with 6 wheels—all drivers, built by Baldwin & Whitney of Philadelphia, at a cost of \$7,500 each, delivered and set up on the road;—also 51 eight-wheeled merchandize cars, at a cost of \$700 each, and calculated to carry 14 tons, and equal to 102 four-wheeled cars. This makes the supply on hand 32 engines, and equal to 734 four-wheeled merchandize cars. A schedule of the engines, and of all the cars of every description, is hereto annexed.

The work in progress at the date of the last report, for replacing or strengthening some of the heavy structures west of the Connecticut River, has been perfected in the most thorough and substantial manner. This expenditure has been charged to account of construction.

The large increase of the business of the road has required, also, considerable additions to the accommodations at various stations, and particularly an extension of the turn-out tracks for the long and numerous merchandize trains.

A new engine-house at Springfield has been found indispensable; and one has been erected on land bought for the purpose, on a scale commensurate with the wants of the business for many years to come. It is a rectangular building of brick, 170 feet by 144, with a trussed

roof without interior supports, and capable of storing from 32 to 40 engines and tenders.

The connexion with the Hartford and the Northampton roads has required the laying down of numerous additional depot tracks at Springfield; and these, with the extended tracks in the new engine-house, and the turn-outs on the line, have entirely exhausted the surplus supply of heavy iron rails.

In looking to the *future*, it is quite evident that the accommodations, both for the passenger and merchandize business, at the Springfield station, are not adequate for the increasing demands of the main line, and to meet the wants created by the new connexions with the Hartford and Northampton roads. These last it is proposed to provide for by expenditures equitably apportioned between the several companies.

An increase of power will also be required for the accumulating business on the whole line, and additional lands and buildings, and a further extension of the tracks at some of the minor stations.

An inspection of the preceding statement of the construction finances will show, that the means of the Corporation *available* for construction are now nearly exhausted; and some provision should be made for the immediate or early wants of the construction account, without throwing them as a charge upon the income of the road, or incurring a debt for the purpose. If the Legislature will authorize the creation and sale of new stock for this object—an increase of capital, to the extent of the amount of *capital* already put into the Sinking Funds, and the accumulated interest upon them, those funds would not be, in the least degree, impaired or affected thereby, and the relief thus afforded would doubtless provide adequate means to meet all these claims, and to lay down portions of a second track where most needed; and by thus increasing the facilities of doing an increasing business, would ensure a promptness and economy in the management of the trains which may not otherwise be attainable.

In accordance with a vote of the Stockholders, at a late special meeting, a Petition has been presented to the Legislature, and is now before a joint committee, asking for authority to create, and dispose of, additional shares, not only for the purpose and to the extent above stated, but to make additional issues of such stock to the amount of payments heretofore or hereafter made to the Sinking Funds from the income of the road.

These temporary demands being provided for, it will then become a question of great importance for the Stockholders to consider, whether

measures should not, ere long, be adopted for laying down a second track throughout the whole line. Should the business of the road hereafter increase, in the ratio of the last two years, this measure, in many parts of the line, will soon be indispensable. And if, as is believed, the finances of the Corporation are now placed on a stable basis, and the present confidence of the Stockholders, and of the community, in the stability and productiveness of the stock is confirmed, it is hoped that this desirable work may soon be entered upon, and gradually carried to perfection, as the business shall require, and the means at command shall warrant.

Transportation Department.

The receipts from the business of the road in 1844, were as follows :

For Passengers,	.	.	.	\$358,694	00
“ Merchandize,	.	.	.	371,131	84
From other sources—mail, package ex-					
press, rents, &c.,	.	.	.	23,926	88
<hr/>					
Total receipts,	.	.	.	\$753,752	72

The annexed table gives these items monthly.

The Expenses on the same account for 1844, were as follows :

For repairs of roads and bridges,	.	\$61,390	49
“ “ “ engines,	.	29,782	44
“ “ “ cars,	.	21,510	08
“ “ “ buildings, tools, ferry-boat,			
&c.,	.	11,538	33
“ fuel in engine and buildings, and			
ferry-boat,	.	63,984	88
“ other transportation expenses,	.	98,028	95
“ general expenses,	.	27,839	03
<hr/>			
Total expenses,	.	\$314,074	20

The annexed tables show these items monthly.

The balance gives the net receipts,	.	.	.	439,678	52
Of this amount, the whole interest of the permanent					
and temporary loans requires, as by the Treasurer's					
books,	.	.	.	\$287,977	49

Paid to Massachusetts Sinking Fund, .	40,000 00	
“ “ Albany “ “ .	10,000 00	
	<hr/>	337,977 49

Balance is the net surplus, Jan. 1, 1845, .	\$101,701 03
Since January 1st a dividend of 3 per cent. has been declared, which on 26,734 shares, being all not owned by the Corporation, is .	80,212 00
	<hr/>

Leaving a surplus carried forward the present year of \$21,489 03

The annexed account of the Treasurer presents his statement of the entire receipts and payments for the year, as of Jan. 1, 1845.

The whole number of miles run by all the trains in 1844, was as follows :

For passenger trains, .	212,892½
“ merchandize “ .	255,376
“ other trains, road repairs, wood, &c., .	31,699½
	<hr/>
Total miles run, .	499,968

A table annexed gives the same monthly.

The expenses averaged upon the miles run, give per mile, 63 ⁹⁴/₁₀₀

The whole number of passengers carried over the road during the year, was :

Through passengers, 1st class,	.	.	17,016½	
“ “ 2d “	.	.	7,314	
			<hr/>	24,330½
Way “ 1st “	.	.	140,868½	
“ “ 2d “	.	.	55,058½	
			<hr/>	195,927
				<hr/>
Total passengers,	.	.	.	220,257½
Do. in 1843,	.	.	.	200,965½
				<hr/>
Excess,	.	.	.	19,292

A table annexed shows the number of passengers monthly.

By reference to the tables of each year it will be seen, that the number of through passengers is stated in 1844 less than in 1843. This is mainly owing to the fact, that in the greater part of 1843, the difference between the through and way fares was so great, that way passengers, to a considerable extent, took through tickets, and were thus registered as through passengers. There was no inducement for such a practice in 1844.

The whole number of tons net, carried one mile by the merchandize trains, was :

In 1844,	.	.	.	.	.	.	11,166,704
In 1843,	.	.	.	.	.	.	9,414,621
Increase,	.	.	.	.	.	.	1,752,083

The whole tonnage is equal to 71,581 tons carried over the whole length of the road, 156 miles.

The number of miles run by merchandize trains in 1844 being 255,376, is equal to 1,637 trips *through*, averaging $43\frac{3}{4}$ tons each train.

The through freight from Boston to Albany, in 1843, was 5,268 tons ; in 1844, 6,764 ; increase, 1,496.

The amount of freight received at, and sent from, Boston, in connection with the Western Road, was :

In 1844,	.	.	.	.	.	.	69,842 tons.
In 1843,	.	.	.	.	.	.	56,368 "
Increase,	.	.	.	.	.	.	13,474 tons.

The number of barrels of flour from Greenbush and vicinity to Boston, in 1844, was, 154,413

" 1843, 123,366

31,047

The whole number of barrels of flour sent from Greenbush to all stations in 1844, was 297,403

The amount charged on all merchandize forwarded eastward from the Greenbush station, was, in 1844, . . \$223,572

" 1843, . . 167,087

56,485

The amount charged on merchandize forwarded from Greenbush eastward, in the month of January, for three years, was :

In 1843,	.	.	.	.	.	.	.	\$6,622
" 1844,	.	.	.	.	.	.	.	13,677
" 1845,	.	.	.	.	.	.	.	20,216

The following table gives a comparative statement of receipts, expenses, and other statistics of transportation business, *yearly*, since the opening of the first division of the road.

Comparative Yearly Statement of sundry Statistics of Transportation Business.

Time.	RECEIPTS.				In-crease per cent.	EXPENSES.	Incr'se of Ex-pense per ct.	Balance of Receipts.	Miles Run.	Expense per mile—cents.	Total No. of Passen-gers.
	Passenger.	Merch'dize.	Mails, &c.	TOTAL.							
3 mos. in											
1839	\$13,472 94	\$4,136 21	.	\$17,609 15	.	\$14,380 64	.	\$3,228 51	.	.	.
1840	70,820 79	38,359 78	\$3,166 82	112,347 39	.	62,071 72	.	50,275 67	\$94,404	71 19-100	.
1841	113,841 85	64,467 14	4,000 00	182,308 99	.	132,501 45	.	49,807 54	160,106	65 46-100	.
*1842	266,446 83	226,674 61	19,566 84	512,688 28	.	266,619 30	.	246,068 98	397,295	67	190,436½
1843	275,139 64	275,696 19	23,046 68	573,882 51	12	303,973 06	14	269,909 45	441,608½	64 1-2	200,965½
1844	358,694 00	371,131 84	23,926 88	753,752 72	31½	314,074 20	3½	439,678 52	499,968	63 04-100	220,257½

From 1842 to 1843, increase of Passenger Receipts,	3½ per cent.	— Increase of Merchandize do.,	21½ per cent.
“ 1843 “ 1844,	“ “ 30¾ “ “	“ “ “ “	“ “ 34¾ “

*First year of opening through to Albany.

† As corrected in Report of Jan. 1843, to include damages for collision of 1841.

Upon the organization of the present Board of Directors on the 1st of March last, the subject of the passenger fares engaged their early attention. For the greater part of the preceding year the fares for 1st class through passengers, had been at the low rate of two cents per mile, and those for way passengers three cents. During the winter, the former had been raised to $2\frac{1}{2}$ cents. The Board, after mature deliberation, raised the fare of first class through passengers to three cents per mile, and of 1st class way passengers to three and a half cents—putting the 2d class at two thirds of those rates, and these rates have continued to the present time. They are believed to be as low as the average charges upon most of the roads in the northern States, during the last year.

The passenger and merchandize trains have been continued through the year with great regularity, and without any accident of note. The Hartford and Springfield Rail-road, constructed and owned by the Hartford and New Haven Rail-road Company, as a continuation of their road, was opened for use towards the close of the year. By this means, continuous winter lines have been established between Boston and New York, and Albany and New York, by way of New Haven, and the boats between that city and New York. This has thus far been done by slight variations of the hours of running upon this road, and without the expense of special trains. It is proposed that the line between Boston and New York shall continue through the year, as a day or a night route, as may be found expedient on the opening of the spring.

The first four miles of the Northampton and Springfield road, extending to Cabotville, have just been completed and will soon be opened for business. The residue of that road is grading, and will be in operation to Northampton in the course of the year. A charter for the extension of this line to Greenfield has just been granted. And it is understood that the road has been located in anticipation, and a considerable part of the necessary capital secured. Assurances are given that the work will be entered upon with energy, as soon as the corporation can be organized and the necessary arrangements perfected.

In this connexion, it is proper to state, that a charter has been granted in Connecticut for a rail-road from New Haven to the line of New York, and an application for a charter to connect this with the Harlaem road, and through that, with the city of New York, is now pending before the Legislature of that State. A careful survey and location of that whole route has recently been made, and a report ex.

hibiting very encouraging results, will soon be given to the public. And the friends of that important enterprize, give strong assurances that the stock will be readily taken, and an entire rail-road connexion be thus secured between Boston and New York, and Albany and New York, over parts of the Western Road.

At the western terminus of our line important changes have been made and others are in contemplation. During the past year, the Troy and Greenbush road has been finished with a heavy iron rail, connecting this road with Troy, and, by a track through that city, with the Troy and Schenectady, and the Utica roads, and with the roads to Saratoga. Some legislation has been found advisable before this road can be opened, and the subject is now before the Legislature.

Westward of the Hudson a great improvement has been made in the Mohawk and Hudson road, by dispensing with the inclined planes at both termini, and by changing the location of the eastern end of the line, so as, by easy grades, to terminate the road and establish a commodious depot in the centre of the city near the river, and directly opposite to the depot of this company. On this road, also, the heavy iron rail has been laid. And it is understood that a superstructure of the same character is about to be adopted on the roads for at least 150 miles west of the Hudson.

In the mean time, since the last report, the New York Legislature have authorized the Utica and Schenectady Rail-road Company to carry freight, during the suspension of navigation on the canal ; and there is now, during winter no restriction of this kind upon any of the roads between the Hudson River and Buffalo. The advantages of these facilities are already felt in an increased winter freighting business between Albany and New York, by means of the Albany and West Stockbridge, and the Housatonic roads, and between Albany and Boston over the Western road.

The Stockholders, generally, are doubtless aware, that, for some time past, a controversy has existed between the Directors of this Corporation and those of the Worcester Company, on the subject of the charges by the latter company for doing the business on their road, which comes from, or goes to the Western road. As it has been deemed necessary for the protection of the interests of this Corporation to apply to the Legislature for relief, by a petition, which is now pending before a Special Joint Committee of that body, the undersigned deem it to be their duty to submit to the Stockholders, as a part of the history of their proceedings, a statement of the points at issue, and of the facts con-

nected with this controversy, with their views of the principles by which it ought to be decided.

As a general principle, the Directors of the Worcester Company have claimed, that the receipts from the joint business—that is, from passengers and merchandize passing over the whole or parts of both roads—should be divided between the two companies, *pro rata per mile*, or according to the distance the passengers and merchandize were carried on each road,—deducting, before division of such receipts from merchandize, for the use of each company, a specific sum for the expenses of loading and unloading, and other local depot charges. In regard to such *passenger* receipts, some slight exceptions have, from time to time, been assented to, in favor of the Western Company, in addition to an allowance to that company for the use of their passenger and baggage cars over the Worcester road.

On the other hand, the Directors of this company claim, for a variety of reasons, that a discrimination should be made upon all such business in favor of this company; that the Worcester Company should do, upon their road, for and in behalf of the Western Company, all the business which comes from, or goes to, the Western road, at rates reduced below the local rates charged for business passing on the Worcester road only, and below those charged by the Western Company for the same business; and this, for the following, among other reasons:—

1. Such has manifestly been the design of the Legislature, not only in the provisions of the Worcester charter, but in all their previous and subsequent enactments now in force on the subject of rail-roads.

Upon this point it may not be irrelevant to advert to the history of one of the earliest charters, that of the Lowell road. When this was first applied for, it was a subject of long and anxious consultations and difference, whether a provision should be inserted prohibiting grants of competing lines in the vicinity of the road—or whether the whole should be left open for free competition, for roads subsequently constructed, from or beyond Lowell, to unite with the Lowell road, or pass by independent parallel lines to Boston, at their option. The first year, a bill was reported with a restriction against building another rail-road within a specified distance; but not containing any enactment providing for any subsequent road to enter upon and use the same. This restrictive clause, being stricken out by vote of the House, the bill was indefinitely postponed on motion of the petitioners.

The next year, a similar bill was reported, and the same restrictive clause was allowed to remain; but in order to provide for new roads

from points more remote, and to protect those who should embark in them from oppression on the part of the trunk road, an amendment was made in the House, by adding a *proviso* to the restrictive clause, making it consequent upon the grant that the Legislature should have the right to authorize any other company to enter with another rail-road, at any point of the Lowell road, paying for the right of using the same, or any part thereof, such a rate of toll as the Legislature might from time to time prescribe, &c.

On the grant for the Boston and Worcester road, precisely the same provisions were inserted restricting the right to construct another road within a specified distance from that road, and reserving the right to authorize another road to enter upon it, paying for the right of using, &c. Of the same general tenor are all the subsequent charters.

The Directors of the Western Company therefore claim, that, in granting to the Worcester Company a limited monopoly against the extension to Boston of any road which might thereafter be built west of Worcester, it was the intention of the Legislature to provide, and they did at the same time provide, for a *beneficial use*, in some practicable form, of the Worcester road—the main trunk—by or for the benefit of such new road, and that the Legislature reserved the right of prescribing the form, and determining the extent, to which such advantages should be given to the new road;—that, if the Legislature had merely intended to provide, that the Worcester Company should do the business of the Western road, and have a right to charge upon it rates of fare at discretion, they would have said so in so many terms, and not have reserved the unrestricted right to prescribe the terms, and extend advantages to the Western road, as circumstances should require;—and that the Worcester Company, in accepting their charter, were bound to expect, and the Western Company, knowing this provision, had a right to expect, that such advantages would be extended to the new road.

2. Another reason why this advantage should be liberally accorded to the Western Company, is, that the construction of the Western road has been, and will always be, of vast advantage to the Worcester Company. It opens to the Worcester road an entirely new and almost ilimitable extent of custom for transportation over that road. It not only draws to the trunk road an immense business from regions which could not otherwise be reached, to pass to Boston over the Worcester road, but it affords to that road the means of transporting passengers and merchandize to those regions which would otherwise be virtually inac-

cessible. Without the Western, the business of the Worcester must be limited in extent, and its capacity for future increase comparatively small. With it, its traffic has become already large, and promises a rapid increase, to an extent almost incalculable.

To control and accommodate this business—to provide the most economical and prompt means for its transportation—the Western Company have expended nearly eight millions of dollars. And they are constantly making efforts and sacrifices to increase that business, by aid and encouragement to the opening of new channels, by means of branch roads and otherwise, and by improving those which now exist. It is true, that, without the Western, the Worcester road would have controlled a limited business in the vicinity of Worcester, now done on the Western, and perhaps this control might have reached a part of the business nearer to the Connecticut valley. But for purposes of income to the Worcester road, the boundless districts west of that valley would have been comparatively an unknown and inaccessible country. And here it should be noted, that, for fifty miles of sparsely settled territory westward of Springfield, the local business would not have warranted the expense of constructing ten miles of road. But the Western Company have expended about three millions of dollars upon that fifty miles of road, as a necessary channel, for reaching and controlling the business of Berkshire, and a share of the great trade which centres at Albany and Troy. And this expenditure, considering the great cost of operating the high grades of that part of the line, enures quite as much to the benefit of the Worcester as of the Western Company.

3. The Western Road is a *large, wholesale customer* to the Worcester. It brings passengers and merchandize *in masses*. The Western is at the trouble and expense of gathering them at retail—in small quantities and from a great variety of sources; for many of which there is a competition, more or less active, constantly attempting to divert them to other channels, and requiring the utmost vigilance, and great effort, to counteract it.

It also *takes* the passengers and merchandize from the Worcester Company, in masses, and delivers them in detail, at the numerous points to which they are destined. It performs the office of a wholesale purchaser, selling at retail. And, in the view of the Directors of the Western Company, it is no answer for the Worcester Company to say that they also carry passengers and merchandize to the Western Road at wholesale and in large masses. For, as to nearly all of the traffic going that way, the Worcester Company takes it in masses at the Bos-

ton station. If the Worcester delivers at wholesale, it receives also at wholesale, and by the mere expenses of transportation, transfers the business from a wholesale receiving station to a station for wholesale delivery. But it is a full answer to such a suggestion of the Worcester Company, to say, that the provisions of the two charters are materially different. In the Western charter there is the usual restrictive clause against building another road within specified limits—but there is no *proviso*, by which the Legislature reserve the right to authorize the Worcester Road to enter the Western, paying for the use, &c.—as the Legislature shall prescribe.

4. A fourth reason why the Western Company should have the relief which they claim, is, that it is much more difficult, hazardous and expensive to operate the Western Road than the Worcester for the same business. If the Western, like the Worcester, had a double track, the cost of construction of the Western would probably exceed that of the Worcester by some six or eight thousand dollars per mile. And this would afford an argument for favor to the Western. But for want of this double track, the Western Company are obliged to operate their road *generally* to great disadvantage. But there are *particular* expenses to which the Western is subject. The high mountain grades, of 76 to 83 feet per mile, for long distances, require great power, costly engines, and great expense of fuel, &c., in operating them, to transport much less loads than those which can be carried on the Worcester Road, with smaller machines and less expense of working them.

The Western Company have also an expensive ferry-boat and ferry to maintain at Greenbush, which is indispensable for the business there. They have the costly bridge across the Connecticut, and numerous other wooden structures, subject to decay, and requiring serious repairs; and many very heavy stone structures in the mountain district, exposed to perils peculiar to that region, and the failure of any one of which would subject them to great interruption and loss of business, and a great outlay to restore it. And it is proper, also, to notice here the peculiar exposure to heavy snows, and the consequent delay of trains, in a sparsely settled or uninhabited country, where the means of aid are not at hand.

These are some of the reasons influencing the Directors of the Western Company, to object to the division of the joint receipts *pro rata per mile*, as insisted upon, with perhaps some slight exceptions, by the Directors of the Worcester Company, and to claim a rule, by which the Worcester Company should do the business for the Western, at

rates much reduced below the local rates on the Worcester road, and below those on the Western road for the same business.

The undersigned are aware, that the Directors of the Worcester Company have made several objections to this claim on the part of the Western, and it may be expected that some of them will be here noticed.

It is proper, however, to premise, that it has been deemed singular by the Worcester Company that this claim was not made at an earlier date. But the reason is obvious. While the road was opened only to Springfield, the inequalities were not so apparent, and the exigency was not presented so forcibly, as after the extension of the road, and the Worcester Company had previously a part of this business. They did however insist upon, and the Worcester Company assented to, a small distinction as to passengers. The road was finished through to the Hudson about the beginning of 1842. It opened an entirely new and untried business. The officers of the company were utterly uninformed, as to the extent of competition which they should there meet, and their means of controlling it, at reasonable prices on their road. Experience only, and that not a limited one, would enable them to form any satisfactory opinion, what would be the extent or the results of this new business,—and without that experience they could not judge how far they would be justified in asking the Worcester Company to bear a part of the extraordinary burdens incurred for joint benefits, in doing that business,—for they had no statistical data for enforcing such a claim. These uncertainties were partially removed by the experience of 1842; and when the accounts of that year were made up, though there was no cause for discouragement, there was strong evidence that the operations of the road were enuring much less to their benefit, than to the advantage of the Worcester Company. As the year 1843 was entered upon, the competition for the business of the road became more and more active, and required serious reductions of the merchandise tariff to retain it. These were often opposed by the Directors of the Worcester Company, and when submitted to, it was not unfrequently with distrust of their propriety.

As the year advanced, the Directors of this company became satisfied that the time had arrived, when they should demand a more equitable share of the receipts of this business. They accordingly, under date of December 11, 1843, made a formal claim upon the Worcester Company to that effect.

The first objection made to the *enforcement* of this claim of the West-

ern Company, arises out of the provisions of the respective charters. It is alleged, that, although in the Worcester charter the Legislature reserve the right to "authorize any company to enter with another road at any point of said Boston and Worcester Rail-road, paying for the right of using the same such a rate of toll as the Legislature may from time to time prescribe," &c., yet the Legislature, in granting the Western charter, have not so authorized the Western Company *to enter* upon the Worcester road. It is true that this specific provision is not contained in the charter of the Western Company. But they are, by their charter, authorized to *lay out and construct* a rail-road "*from the Western termination of the Boston and Worcester Rail-road*" to Springfield, &c., and to "*lay out their road, not exceeding five rods wide, through the whole length,*" &c. The taking of land and constructing the road—the laying of rails *from* the Worcester road, necessarily implies that one terminates, and the other commences, *at the same point*, which makes a junction—a union of the two in point of fact. And this provision could have been made for no other purpose, except for a practical connexion of the two roads—the entering upon one by the other—for the ordinary purposes of business. And such being the manifest intention of the Legislature, if there is any technical defect in the phraseology to forbid carrying out that intention, it cannot be doubted that they will readily pass a declaratory law to perfect that object.

But it has been intimated by the Directors of the Worcester Company, that the authority is to construct the road from the *western termination* of the Worcester road, which is at Main street in Worcester, and that in fact it is united with that road about half a mile east of that point. Under the provisions of the Revised Statutes, authorizing the county commissioners to change the location of a rail-road, the commissioners of Worcester county, on the petition of the Western Company, and on notice given, and a hearing had, in March, 1837, authorized the Western Company "*to locate their road, and to unite the same with*" *the Worcester road*, at the place where the connexion is in fact made. Subsequently, by consent of the Worcester Company, a convenient junction was made by a proper switch. And in 1839, by a contract between the parties, it was provided, that the cars of each company should daily pass over both roads, (by means of such junction,) and ever since, the engines and cars of the Western Company have freely passed to and upon a portion of the Worcester road.

If, however, it should be held, that this is not equivalent to a direct grant to enter upon the Worcester road, paying for the right, &c., the

petition before the Legislature prays for such a grant, and to that extent at least, it will doubtless be successful. The claim made on behalf of the Worcester Company, that the Legislature have no power to make such a grant, except in the charter itself of the Western Company, can hardly be seriously intended.

But again it has been said, that, by the fifth section of the Worcester charter, a toll is granted, *for the sole use of said Corporation*, upon all passengers and property of all descriptions which may be transported on said road, at rates established by the Directors: provided, if, after ten years, the net income has been over ten per cent., the Legislature may reduce the tolls; not, however, so as to make the net income less than ten per cent. And it is understood to have been claimed, by the Worcester Company, that the provision of the 14th section, prescribing authority for another road to enter, paying for *the use*, as the Legislature shall direct, is to be construed as subject to the conditions of the 5th section; and that terms of payment for such use, or the rates the new road shall pay, shall be such, as not to prevent the Worcester road from realizing a net receipt of ten per cent. on their whole business—local and joint. But the Directors of the Western Company contend, that the provisions of the 5th section are subject to the full operation of those of the 14th—that independent of any business brought by a new road, the Worcester Company may, perhaps, have a right to realize ten per cent. on their other business before such reduction; or if this is not the true construction, the Legislature have the right to prescribe the rates to be paid by the new road for *the use* of the other, without regard to the effect of reducing the receipts below ten per cent. net. It reserves an unrestricted right to prescribe terms for business brought by the new road. The Worcester Company, by accepting its charter, with this provision, consents to submit entirely to the will of the Legislature, in regard to this class of business. And the Western Company take their charter, with the knowledge of this provision, and the expectation of the benefit of it. If this were not so, the Western Company would have been left entirely at the mercy of the Worcester Company; and the Western road would never have been built.

Another objection made by the Worcester Company is, that if the rates were reduced on the business of the Western as proposed, it would become necessary to make similar reductions on all their local business, and that then the compensation would be inadequate for the capital invested. This is fully disproved by the experience of the last four or five years. For, ever since the opening of the Western road,

the rates on a great share of the joint merchandize business done by the two roads, have been very much below the rates for the same kind of merchandize carried on the Worcester road alone ; and this with the consent of the Worcester Company ; and they do not now propose to make any change in this respect. If the two roads, by mutual agreement, carry a particular class of merchandize between Albany and Boston, two hundred miles, at \$4 00 per ton, on account of the competition requiring it, it would appear preposterous to say, that the Worcester Company would be compelled, by public opinion, to transport the same class of merchandize over their own road alone, at the same rate per mile. The same reasoning is applicable to the joint passengers, during most of the same period, they paying less than the passenger rates on the Worcester road alone. But the position laid down is also emphatically disproved by the fact, that, for many years, the Worcester Company have been carrying great numbers of passengers, in connexion with the Norwich road, at fares much reduced below the local rates on the Worcester road, and this with the expenses of a quick and special train for them. If further evidence were needed on this point, the Providence and Lowell roads might be cited, where the passengers from and to the branch roads have been carried at less than local rates, without producing the necessity of reducing the latter to the same standard. If the local rates on these main roads, and on the Worcester, have recently been somewhat reduced, it is notoriously owing to peculiar circumstances now existing, under which applications are made for branch, or competing lines, and these reductions have thus been forced in self-defence.

There is one other principle in controversy between the two companies. The Directors of the Western Company deem it vitally important, that whatever amount is allowed to the Worcester Company, for the business of the Western, it should be a fixed sum for each passenger, and for each ton of merchandize, leaving to the Western Company to regulate the aggregate amounts for both roads, and to raise or reduce them as they shall find the business requires ; not, in such case, varying the sums paid the Worcester Company. The Western road is much the longest, and has the greatest interest in the results. The competition which, from time to time, requires a change of price, is almost wholly on that road, and at nearly every important point of it ; and affecting the various points in different degrees, and all, to an unequal extent, at different seasons of the year. Constant vigilance and prompt action are necessary, to counteract these opposing influences.

The scenes of them are so remote from Boston, where the officers of the Worcester Company reside, that they cannot always have the means of correct judgment on the subject. It requires numerous and protracted negotiations for frequent changes. The officers of the Western Company can best judge of the propriety or necessity of such changes, and great practical advantages will be gained, by giving them the sole power to make them.

Having, on account of the importance of the principles involved, devoted so much space to this part of the subject, it is proposed now to allude to the negotiations between the parties as briefly as possible, without giving in detail the terms of the various propositions made on either side, for the arrangement of the controversy. This is less important, as these propositions were generally as matters of compromise, and not fully stating the whole claims of either party.

The proposition made to the Directors of the Worcester Company, in December, 1843, having been declined by them in writing January 9th, 1844, for reasons which led the Directors of this Company to think that no satisfactory change could thus be procured, and as the session of the Legislature was advancing, they felt bound to apply to that body for relief. On commencing the hearing before a joint committee, by suggestion of the chairman, the whole matter, was, by agreement, referred to the arbitration of three gentlemen, "with power to hear and determine all matters which might be brought before them by the parties, as fully as the Legislature could do under the said petition," the award to take effect from January 1, 1844, and to be binding for one year from that date, and thereafter for three months from date of notice by either party of dissatisfaction therewith.

The hearing was had in May last, when the parties presented their various claims, and renewed propositions were made and rejected. After a full hearing, the arbitrators made their award, a copy of which is annexed hereto.

In this award the arbitrators say, that in establishing a principle upon which a fair and reasonable profit to the Worcester Company, is to be determined, they have had regard—

1. To what they deem to be the policy of the Commonwealth as established by its legislation, that the construction of new rail-roads, to be connected with roads already in use, is to be encouraged; and that the business brought to the old road, by such new road, is to be regarded as standing on a different footing from that brought from other sources.

2. To the fact, independently of such considerations of public policy, that the new road deals with the old road, as a large customer, bringing business in large masses.

3. To the fact, that to a certain extent the Western Rail-road brings a new business to the Boston and Worcester Rail-road.

Under these principles they award, that the Worcester Company shall receive, on merchandize received from or carried to the Western road, 2 7-8 cents per ton for each mile the same passes on the Worcester road,—each corporation to provide both for merchandize and passengers, motive power, and its proportion of cars, and pay its own depot expenses, and assume all risks on its own road. This is based on the then existing merchandize tariff. If the Western Company should increase the rates of such merchandize, they are to pay a corresponding per centum of increase to the Worcester Company. As to flour, they provide that the Western shall pay the Worcester, 9 cents per barrel, over the whole of the Worcester road, and *pro rata* for a part of it,—but if the Western raise the rate from Greenbush to Boston, above 36 cents, the Worcester Company to receive one fourth of the sum so fixed.

As to passengers, the award provides that the Western pay to the Worcester Company 2½ cents per mile, for each 1st class passenger carried to, or brought from, the Western, and 2-3 the same for those of the 2d class, *provided*, that if the Worcester Company should reduce the fare of passengers on their road below the above prices, the same deduction shall be made from the sums to be paid by the Western Company. The business between the two companies has been governed by the terms of this award, since January 1, 1844. Under it the Western Company have paid the Worcester \$1 10 per passenger, and \$1 26 cents per ton of merchandize, for the whole length of the Worcester road.

At the time of the award, the local passenger fare on the Worcester road, was \$1 50,—but towards the close of the year, the Directors of that Company suddenly, and without notice, reduced their local fare to \$1 25,—making it for the interest of joint passengers to buy separate tickets on each road; and thus destroy the only evidence of their coming from, or going to, the Western road, by which the Western could have the benefit given by the award. To avoid the entire loss of the 40 cents per passenger thus given them by the award, the Western Directors were compelled to reduce on all that class of passengers, 25 cents each—the number of which in 1844, was about 57,000. The allowance of 40 cents was thus reduced to 15.

The Directors of the Western Company then applied, through a committee, to the Worcester Directors, for a proportional reduction of the $2\frac{1}{2}$ cents per mile, to be paid by the Western under the award, and instructed the committee, in case it was denied, to give the notice to terminate the award, and apply to the Legislature for relief. The Worcester Directors declined to make the change; and some time afterwards, on Jan. 15, 1845, gave to the Western Company notice of *their* intention to put an end to the award, and to make a new proposition to the Western Company.

Such a proposition was made on the 23d of January. But although the Board held an adjourned meeting on that day, for the purpose of receiving and considering it, it did not come to hand until after the meeting was dissolved, and the subject was thus left in the hands of a Committee of the Board. The proposition was deliberately considered by them, and declined Jan. 25th. At a subsequent meeting of the Board, the subject was brought to their attention, and they concurred in the opinion of the committee.

This, like all the other proposals of that Company, with some unimportant exceptions, was based upon the principle of a division *pro rata per mile*, varying, however, from former ones, in professing to give to each Company an equal profit on joint business, by a provision to ascertain the expenses, of all kinds, of each Company, in doing its whole business, and the interest on the capital of each, and dividing the passenger expenses and half the interest of each, by the number of passengers carried one mile,—and the merchandize expenses and half the interest, by the number of tons carried by each one mile, and that “the difference between the results thus obtained should be the difference in the rate per mile,” to be established on the two roads for the joint business. The Directors of the Western Company believe that very serious disputes would arise, in carrying out the details of this plan; and, in proof of this, it is only necessary to state, that the mode of making up the expenses of 1844, by the two Companies, varies so much, that those of the Worcester Company average, on the miles run by the trains, \$1 05 cents per mile; and those of the Western about 63 cents per mile. To bring the latter to the ratio of the former, more than \$200,000 must be added to the expenses of the Western road in 1844. But, independent of that difficulty, the Directors of the Western Company think this proposition is objectionable *in principle*, in common with all the others, in disregarding the provisions of the Legislature for favoring business brought by new roads, and all the claims

before set forth, why, in this case, such favor should be accorded. It is also objectionable, in reserving to the Worcester Company the right to decide upon the tariff of prices to be established, from time to time, on this class of business, giving to that Company the power, with a fair income without this business, to require on this a rate of charges, which may, in fact, be nearly prohibitory.

In view of all these considerations, no alternative seems to remain, but to pursue the inquiry before the Committee of the Legislature, and obtain, if practicable, a final decision of these vexed questions.

GEORGE BLISS,
WILLIAM JACKSON,
JAMES RUSSELL,
JOSIAH STICKNEY,
EDWARD AUSTIN,
ABRAHAM H. HOWLAND,
ROBERT CAMPBELL,
EDMUND DWIGHT,
GEORGE PRATT.

Boston, Feb. 11th, 1845.

JOSIAH QUINCY, JR.—TREASURER,—IN ACCOUNT WITH THE
WESTERN RAIL-ROAD CORPORATION.

Dr.—Balance of last annual account,	\$43,671 30
Received on Contingent account,	111 17
“ for sale of an instrument,	45 00
“ for sale of the Willard house, &c.	3,187 50
“ for transport’g passengers & freight,	753,752 67
“ on notes receivable,	14,473 68
“ on Baring, Brothers & Co.’s acct.	10,268 68
“ on Agent of Transportation acct.	14,198 71
“ for interest accrued but not due,	176 48
“ for materials consumed,	8,203 10
Due to James Barnes, Superintendent,	990 41
Interest due on Albany Bonds,	30,000 00
	<hr/> 835,407 40
	<hr/> \$879,078 70

Expenditures.

Cr.—Paid depot lands,	5,842 00
“ deferred account,	3,927 41
“ sundry accounts,	798 66
“ engines and cars,	61,216 58
“ depot buildings,	30,582 78
“ transportation expenses,	314,074 20
“ interest,	287,977 49
“ sinking fund,	50,000 00
“ construction,	66,326 76
“ Albany and W. S. R. R. Co.	27,411 24
“ interest on sterling bonds,	2,795 98
“ land damages,	500 00
“ notes payable,	10,783 73
	<hr/> 862,236 83
Balance to new account,	16,841 87
	<hr/> \$879,078 70

E. & O. E.

Boston, January 1, 1845.

AWARD OF THE ARBITRATORS,

MADE MAY 21, 1844.

The undersigned, the Arbitrators named in the Submission hereto annexed, marked A, having met and fully heard the parties thereto, do make the following Award.

THE Boston and Worcester Rail-road Corporation, having waived certain objections supposed by them to be well founded, to any action by the Legislature or by the arbitrators, in the premises, as appears by the paper hereto annexed, marked B, the arbitrators have passed upon the questions submitted to them, and make this award, upon what they deem to be just and equitable principles, without regard to legal objections.

They, in the first place, adopted the principle that the Boston and Worcester Rail-road Corporation are to be paid all the expenses to which they are subjected in the transportation of freight to and from the Western Rail-road, and that, in estimating these expenses, all the freight carried on the Boston and Worcester Rail-road, from whatever source derived, should bear its proportion of all the freight expenses on that road.

In addition to the sum thus to be paid as the amount of actual expense incurred in transporting the freight aforesaid, the arbitrators are of opinion that the Boston and Worcester Rail-road Corporation is entitled to a fair and reasonable profit upon this portion of their business.

In establishing a principle upon which the amount of this profit is to be determined, the arbitrators have had regard,

First. To what they deem to be the policy of the Commonwealth, as established by its legislation, that the construction of new Rail-

roads, to be connected with roads already in use, is to be encouraged ; and that the business brought to the old road by such new road is to be regarded as standing on a different footing from that brought from other sources.

Second. To the fact independently of such considerations of public policy, that the new road deals with the old road as a large customer bringing business in large masses.

Third. To the fact that, to a certain extent, the Western Rail-road brings a new business to the Boston and Worcester Rail-road ; and,

Fourth. In some degree, to the pecuniary situation of the Western Rail-road.

The arbitrators, however, would say that the consideration last mentioned has had no weight with them, except so far as they have thought it for the interest of the Boston and Worcester Rail-road Corporation that their customers should be enabled to realize a profit from their business operations, which will induce them to continue them.

Proceeding upon the principles above indicated the arbitrators are of opinion, and do award accordingly, that for all freight brought from or carried to the Western Rail-road, the Boston and Worcester Rail-road Corporation is entitled to receive two cents and seven-eighths of a cent per ton for each mile of their road over which the same is transported ; that this sum includes a compensation for the use of the depots of the said Boston and Worcester Rail-road Corporation, and for the expense of loading and unloading thereat ; that each Corporation is to supply the motive power over its own road ; that each is to provide its proportion of cars and attendants according to the number of miles on each road each ton of freight is transported, and that each is to be subject to all expenses and to assume all risks on its own road.

The sum above-named is fixed with reference to the now existing freight tariff, agreed on by the parties. If the Western Rail-road Corporation shall hereafter increase the rates of freight, passing over any part of the Boston and Worcester Rail-road, to or from the Western Rail-road, they shall pay to the Boston and Worcester Rail-road Corporation a corresponding *per centum* of increase upon the sum above-named.

The article of flour is not included in the foregoing part of this award. The rates of transportation of that article, in the judgment of the arbitrators, and, as it should seem, in the opinion of the parties, should stand upon other and peculiar grounds. In reference to this article, the arbitrators have endeavored to ascertain the cost to the Bos-

ton and Worcester Rail-road Corporation, of transporting it, and finding it to be about nine cents per barrel over their whole road, do award that that sum shall be paid by the Western Rail-road Corporation, for such transportation over the whole of the Boston and Worcester Rail-road, and *pro rata* for transportation over any part thereof. *Provided*, that if the rate of transportation from Greenbush to Boston, shall be fixed by the Western Rail-road Corporation at a sum exceeding thirty-six cents per barrel, the Boston and Worcester Rail-road Corporation shall receive one fourth part of the said sum so to be fixed, for transportation over their whole road, and *pro rata* for transportation over any part thereof.

In coming to this conclusion, the arbitrators have proceeded upon the principle that they would not be justified, in compelling the Boston and Worcester Rail-road Corporation to carry any article over their road for a sum less than the actual cost of transportation. If there be any counterbalancing incidental advantages, which should render it expedient for them to do so, they can be best weighed by the parties, and may become the subject of an agreement dictated by a regard to their common interests.

In regard to the transportation of passengers, the arbitrators have proceeded upon the principles heretofore stated, as adopted by them, in reference to the transportation of freight ; and in pursuance of those principles, do award, that the Western Rail-road Corporation pay to the Boston and Worcester Rail-road Corporation, two and one half cents per mile for each passenger of the first class carried to, or brought from the Western Rail-road to the Boston and Worcester Rail-road, and two thirds of said sum for each such passenger of the second class.

They further award that emigrants are to be considered as passengers of the second class, unless the parties, by mutual agreement, shall otherwise treat them.

And they further award, that, if the Boston and Worcester Rail-road Corporation shall hereafter reduce the fare for passengers of the first class on their road to less than two and a half cents per mile, or for passengers of the second class to less than two thirds of that sum per mile, the same deduction shall be made from the sums to be paid them for passengers by the Western Rail-road Corporation.

Each Corporation shall supply motive power, cars, attendants, and depot accommodations, and be subject to risks in the transportation of

passengers, in the same manner, and to the same extent, as is herein before provided in regard to freight transportation.

In witness whereof, we have hereunto set our hands this twenty-first day of May, in the year of our Lord one thousand eight hundred and forty-four.

(Signed,)

J. M. WILLIAMS,
LINUS CHILD,
C. H. WARREN.

I hereby certify, that the foregoing is a true copy of the award of the arbitrators.

(Signed,)

J. M. WILLIAMS, *Chairman*.

A.

Whereas, the Western Rail-road Corporation has presented to the Legislature of Massachusetts a petition, a copy of which is hereto annexed and makes part of this agreement :

Now it is hereby agreed by and between the Western Rail-road Corporation and the Boston and Worcester Rail-road Corporation, that the said petition shall be referred to the Honorable LINUS CHILD, of Southbridge, JOHN M. WILLIAMS, of Taunton, and CHARLES H. WARREN, of New Bedford, with power to hear and determine all matters which may be brought before them by said parties as fully as the Legislature could do, under the said petition, and the award of said referees, or of the major part of them, being made in writing, under their hands in the premises, shall be binding on the said parties, for the period of one year, from the first day of January, instant, and thereafter until the expiration of three months from the date of notice of dissatisfaction therewith, given by one party to the other in writing.

If either party, being duly notified, should neglect or refuse to attend before the referees, they may proceed *ex parte*.

(Signed,)

NATHAN HALE,

Pres. Boston and Worcester R. R., and Chairman of the Committee.

EDMUND DWIGHT,

President Western R. R. Corporation.

JANUARY 30, 1844.

A.

Receipts in 1844.

	Passenger.	Freight.	Mails, Express, Rents, &c.	Total.
January, - -	\$13,572 15	\$22,283 34	\$1,831 48	\$37,686 97
February, - -	14,539 79	22,356 98	1,831 48	38,728 25
March, - -	16,839 07	20,951 64	1,870 10	39,660 81
April, - -	26,306 99	27,477 64	1,906 48	55,691 11
May, - -	29,723 94	37,841 67	1,852 00	69,417 61
June, - -	33,377 11	28,713 38	2,070 83	64,161 32
July, - - -	42,080 86	31,244 35	1,831 48	75,156 69
August, - -	57,986 78	35,862 82	2,187 31	96,036 91
September, -	44,661 80	31,252 20	1,829 48	77,743 48
October, -	32,987 15	41,477 12	2,044 16	76,508 43
November, -	22,132 09	44,037 45	20,99 16	68,268 70
December, -	24,486 27	27,633 20	25,72 92	54,692 39
	\$358,694 00	\$371,131 79	\$23,926 88	\$753,752 67

B.
Expenses in the Transportation Department—1844.

	Repairs of Road.	Repairs of Engines.	Repairs of Cars.	Repairs of Buildings, &c.	Transportation.	General Expenses.	Total.
January,	\$2,083 00	\$2,467 42	\$1,451 81	\$594 60	\$11,741 79	\$4,528 57	\$22,867 19
February,	2,694 52	2,765 87	2,224 84	412 38	11,297 50	2,341 65	21,736 76
March,	5,218 02	2,791 94	1,910 75	673 77	11,260 62	1,624 04	23,479 14
April,	6,089 94	1,831 63	2,037 32	602 42	10,998 44	3,739 51	25,299 26
May,	7,641 94	1,969 48	2,306 37	963 47	14,339 00	1,993 54	29,213 80
June,	5,564 90	1,872 45	1,952 65	1,715 13	12,601 10	1,380 65	25,086 88
July,	3,940 72	1,665 58	1,674 62	565 95	12,999 95	3,852 38	24,699 20
August,	4,567 09	2,834 09	1,868 88	1,359 91	13,408 62	1,087 61	25,126 20
September,	4,799 54	2,642 21	1,400 36	643 17	14,017 28	1,148 14	24,650 70
October,	5,537 34	2,870 83	1,545 55	1,094 18	15,376 98	1,033 76	27,458 64
November,	8,322 81	2,587 87	1,603 26	1,557 52	16,540 77	846 26	31,458 49
December,	4,930 67	3,483 07	1,533 67	1,355 83	17,431 78	4,262 92	32,997 94
	61,390 49	29,782 44	21,510 08	11,538 33	162,013 83	27,839 03	314,074 20

C.

Repairs of Road and Bridges in 1844.

	East of Connecticut River.	West of Connecticut River.	Albany and W. Stockb'ge R. R.	Total.
January, - -	\$752 95	\$768 22	\$561 83	\$2,083 00
February, -	1,043 86	1,071 75	578 91	2,694 52
March, - -	1,691 78	2,401 12	1,125 12	5,218 02
April, - -	1,768 64	2,874 58	1,446 72	6,089 04
May, - -	2,927 44	3,057 47	1,657 03	7,641 94
June, - -	1,625 22	2,484 25	1,455 43	5,564 90
July, - -	1,246 49	1,746 53	947 70	3,940 72
August, -	2,050 58	1,694 03	822 48	4,567 09
September, -	1,498 59	2,360 14	940 81	4,799 54
October, -	1,241 90	3,575 41	720 03	5,537 34
November, -	1,446 88	4,676 91	2,199 02	8,322 81
December, -	1,039 46	2,947 78	943 43	4,930 67
	18,333 79	29,658 19	13,398 51	61,390 49

D.

Repairs of Cars in 1844.

	Passenger Cars.	Freight Cars.	Baggage Cars.	Total.
January, - -	\$262 55	\$1,167 02	\$22 24	\$1,451 81
February, -	477 55	1,542 55	204 74	2,224 84
March, - -	401 68	1,367 50	141 57	1,910 75
April, - -	262 66	1,688 43	86 23	2,037 32
May, - -	173 94	2,038 10	94 33	2,306 37
June, - -	440 34	1,476 29	36 02	1,952 65
July, - -	382 50	1,265 81	26 31	1,674 62
August, - -	478 65	1,347 65	42 58	1,868 88
September, -	396 94	891 38	112 04	1,400 36
October, -	214 06	1,282 82	48 67	1,545 55
November, -	387 95	1,177 85	37 46	1,603 26
December, -	278 20	1,245 60	9 87	1,533 67
	4,157 02	16,491 00	862 06	21,510 08

E.

Repairs of Buildings, &c. &c. in 1844.

	Buildings, Furniture, &c.	Ferry Boat and Docks.	Stationary Engines.	Snow Ploughs, Scrapers, &c.	Tools.	TOTALS.
January, .	\$263 12	\$46 87	\$30 72	\$202 07	\$51 82	\$594 60
February, .	244 66	9 65	58 47	70 22	29 38	412 38
March, . .	116 41	414 30	73 98	23 00	46 08	673 77
April, . .	354 69	71 22	147 81	. .	28 70	602 42
May, . .	298 46	516 49	58 66	. .	89 86	963 47
June, . .	1478 13	147 83	44 05	. .	45 12	1715 13
July, . .	394 41	47 60	90 80	. .	33 14	565 95
August, .	1181 59	60 95	47 03	. .	70 34	1359 91
September, .	346 30	113 52	111 23	17 33	54 79	643 17
October, .	790 19	139 81	91 29	45 87	27 02	1094 18
November, .	475 98	387 49	266 59	296 16	131 30	1557 52
December, .	965 35	77 44	48 59	195 17	69 28	1355 83
	6909 29	2033 17	1069 22	849 82	676 83	11,538 33

F.

Transportation Expenses in 1844.

	Services.	Wood.*	Coal.*	Oil.	Tallow.	Waste.	Totals.
January, - - - -	\$5,836 43	\$4,538 19	\$643 64	\$601 71	\$1 20	\$120 62	\$11,741 79
February, - - - -	5,930 92	4,171 64	479 30	632 39	8 40	74 85	11,297 50
March, - - - -	6,505 94	3,577 24	479 31	577 64	14 40	106 09	11,260 62
April, - - - -	6,083 66	3,808 60	361 72	641 10	-	103 36	10,998 44
May, - - - -	8,043 13	5,080 15	406 01	809 71	-	-	14,339 00
June, - - - -	7,059 58	4,304 43	300 36	844 73	10 11	81 89	12,601 10
July, - - - -	7,311 88	4,348 83	312 74	891 30	34 60	100 60	12,999 95
August, - - - -	6,909 91	5,060 00	303 88	1,061 62	-	73 21	13,408 62
September, - - - -	7,620 56	4,968 56	323 11	1,028 98	-	76 07	14,017 28
October, - - - -	7,385 83	6,076 64	615 75	1,133 40	-	165 36	15,376 98
November, - - - -	7,885 42	7,097 22	317 69	1,171 93	-	68 51	16,540 77
December, - - - -	10,031 46	5,834 87	575 00	949 77	-	40 68	17,431 78
	86,604 72	58,866 37	5,118 51	10,344 28	68 71	1,011 24	162,013 83

* In Engines, Buildings and Ferry Boat.

G.

General Expenses for the year 1844.

	Stationery.	Printing.	Damages.	Contingencies.	Insurance and Taxes.	Show.	Total.
January, - - - -	\$18 18	\$17 00	\$91 30	\$252 93	\$2,309 06	\$1,840 10	\$4,528 57
February, - - - -	23 76	39 50	15 00	354 56	15 62	1,893 21	2,341 65
March, - - - -	48 75	250 55	134 72	404 61	500 52	284 89	1,624 04
April, - - - -	115 07	108 56	442 86	3,073 02	-	-	3,739 51
May, - - - -	46 06	304 15	114 12	1,147 98	377 58	3 65	1,993 54
June, - - - -	88 03	166 19	188 42	935 80	-	2 21	1,380 65
July, - - - -	7 20	58 13	852 53	2,529 50	396 42	8 60	3,852 38
August, - - - -	9 43	156 94	92 50	808 17	13 32	7 25	1,087 61
September, - - - -	41 33	424 23	366 80	313 87	1 91	-	1,148 14
October, - - - -	178 00	3 50	149 67	612 73	89 86	-	1,033 76
November, - - - -	25 37	2 00	197 54	592 47	28 88	-	846 26
December, - - - -	532 95	604 85	380 17	837 93	1,617 90	289 12	4,262 92
	1,134 13	2,135 60	3,025 63	11,863 57	5,351 07	4,329 03	27,839 03

H.

Number of Miles run by Locomotive Engines in 1844.

	Passen'r Trains.	Freight Trains.	Miscellaneous.	Total.
January, - -	22,263½	14,373½	2,312	38,949
February, -	19,175½	14,220½	3,077	36,473
March, - -	18,814	12,891½	1,943	33,648½
April, - -	16,712	15,035½	3,096	34,843½
May, - -	16,802	25,077	1,848	43,727
June, - -	14,699	19,803	2,651	37,153
July, - -	16,233	20,240½	2,846½	39,320
August, - -	17,957	23,215½	2,951½	44,124
September, -	17,059	22,264	3,135	42,458
October, -	17,837	28,193	2,869	48,899
November, -	16,302	33,230¾	3,854¼	53,387
December, -	19,038½	26,831½	1,116	46,986
	212,892½	255,376¼	31,699¼	499,968

I.

Statement of the Number of Passengers over the Western Railroad, for the year ending December 31, 1844.

	THROUGH.		WAY.		TOTALS.	
	1st Class.	2d Class.	1st Class.	2d Class.	1st Class.	2d Class.
January, . .	554½	158	8896	1936½	9450½	2094½
February, . .	602	153½	8959½	2085	9561½	2238½
March, . .	657½	268½	10,841	3880	11,498½	4148½
April, . .	978	719	9972½	4906½	10,950½	5625½
May, . .	1310	850	10,659	4184½	11,969	5034½
June, . .	1877	849½	11,085½	3822	12,962½	4671½
July, . .	2742½	738	14,824	4757½	17,566½	5495½
August, . .	3375	854	19,202½	9521	22,577½	10,375
September, .	2215½	989½	16,411½	5739½	18,627	6,729
October, . .	1497½	945½	11,886	5729½	13,383½	6,675
November, .	678	464½	9108	4671	9786	5,135½
December, .	529	324	9023	3825½	9552	4149½
	17,016½	7314	140,868½	55,058½	157,885	62,372½

J.

*A Schedule of Engines and Cars belonging to the Western
Rail-road Corporation—December 31, 1844.*

12 10-Ton Passenger Engines, built by Locks and Canals Co., Lowell.
 2 15 " " " " " Hinckley and Drury, Boston.
 1 15 " " " " " W. Norris and Co., Philadelphia.

—
15

3 20-Ton Freight Engines, built by Locks and Canals Co., Lowell.
 7 22 " " " " " Ross Winans, Baltimore.
 1 16 " " " " " Hinckley and Drury, Boston.
 1 20 " " " " " W. Norris and Co., Philadelphia.
 3 20 " " " " " Baldwin and Whitney, Philadelphia.

—
15

2 10-Ton Engines, used in Gravel Trains, built by R. Winans, Baltimore.

The Stock of Passenger Cars consists of

16 8-wheeled 1st Class Cars.	3 8-wheeled Bagg'e Platform Cars.
7 4 " " " "	2 4 " " " "
6 8 " 2d " and Bagg'e Cars.	13 Baggage Crates.
2 4 " Post Office & " "	

Providing, in the aggregate, 1022 1st Class seats, and 240 2d Class seats.

Freight Cars.

272 8-wheeled covered Freight Cars.	70 Gravel and Dirt Cars.
45 8 " Platform " "	26 Hand Cars.
100 4 " Freight " "	

ANNUAL REPORTS

OF THE

RAILROAD CORPORATIONS,

IN THE

STATE OF MASSACHUSETTS,

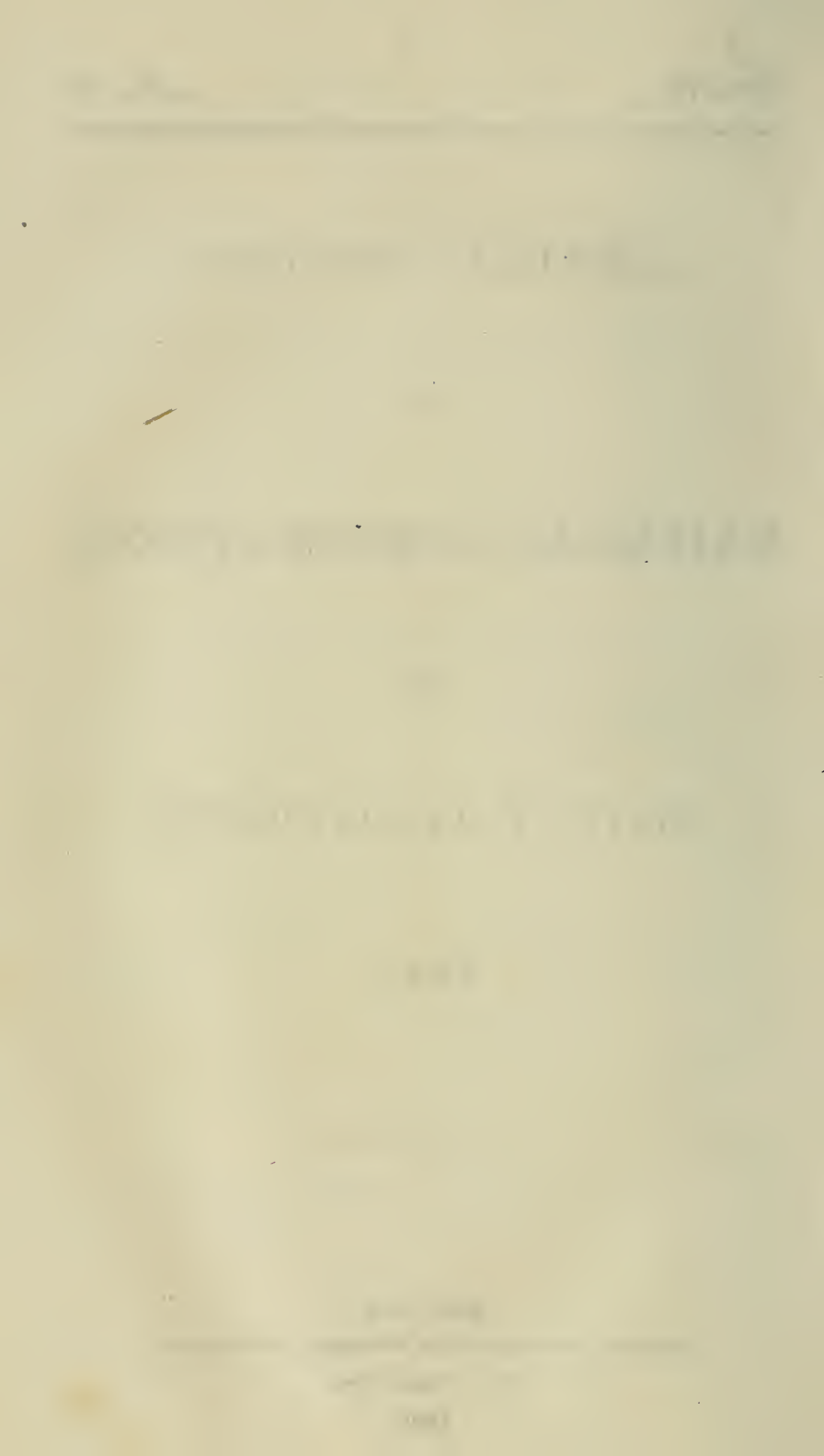
1849.

Boston:

DUTTON AND WENTWORTH, PRINTERS TO THE STATE,

No. 37, Congress Street.

1850.



Commonwealth of Massachusetts.

IN SENATE, March 20, 1850.

The Committee on Railways and Canals, to whom were referred the various Returns of the several Railroads in the State, ask leave to

R E P O R T :

Returns have been received from forty-six Railroad Corporations; and, in general, they appear to be in conformity with the requirements of the act of 1849.

Appended is a Table, showing the whole number of injuries that have occurred, and the number that have been fatal.

The Report of the Commissioners of the Sinking Fund of the Western Railroad, appears to be correct.

The Committee recommend that three thousand copies be printed.

JNO. H. WILKINS, *Chairman.*

IN SENATE, March 20, 1850.

Accepted.

Sent down for concurrence.

CHAS. CALHOUN, *Clerk.*

HOUSE OF REPRESENTATIVES, March 21, 1850.

Concurred.

C. W. STOREY, *Clerk.*

LIST OF INJURIES.

	No. of Injuries.	No. Fatal.
Boston and Lowell, . . .	8	5
Boston and Maine, . . .	8	7
Boston and Providence, . . .	6	4
Boston and Worcester, . . .	19	9
Cheshire, . . .	3	0
Connecticut River, . . .	2	2
Eastern, . . .	5	4
Fall River, . . .	4	2
Fitchburg, . . .	18	14
Nashua and Lowell, . . .	2	1
Norwich and Worcester, . . .	8	2
Old Colony, . . .	8	5
Providence and Worcester, . . .	1	1
Stony Brook, . . .	1	1
Vermont and Massachusetts, . . .	4	4
Western, . . .	5	3
	<hr/> 102	<hr/> 64

ANNUAL REPORTS.

RAILROAD CORPORATIONS.

ELEVENTH ANNUAL REPORT

OF THE

BERKSHIRE RAILROAD COMPANY.

Return of the Berkshire Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock,	-	-	-	-	-	\$600,000	00
Increase of capital since last report,	-	-	-	-	-	None.	
Capital paid in per last report,	-	-	-	-	-	600,000	00
Capital paid in since last report,	-	-	-	-	-	None.	
Total amount of capital stock paid in,	-	-	-	-	-	600,000	00
Funded debt, per last report,	-	-	-	-	-	Nothing.	
Funded debt paid since last report,	-	-	-	-	-	do	
Funded debt, increase of, since last report,	-	-	-	-	-	do	
Total present amount of funded debt,	-	-	-	-	-	do	
Floating debt, per last report,	-	-	-	-	-	do	
Floating debt paid since last report,	-	-	-	-	-	do	
Floating debt, increase of, since last report,	-	-	-	-	-	do	
Total present amount of floating debt,	-	-	-	-	-	do	
Total present amount of funded and floating debt,	-	-	-	-	-	do	
Average rate of interest per annum paid during the year,	-	-	-	-	-	do	
Maximum amount of debt for each month during the year, viz. : January, \$; February, \$;							
March, \$; April, \$; May, \$;							
June, \$; July, \$; August, \$;							
September, \$; October, \$; November, \$; December, \$.							

COST OF ROAD AND EQUIPMENT.

For graduation and masonry, per last report,	-	-	-	-	-	This road being under lease to the Housatonic Railroad Company, reference is made to former Reports.
For graduation and masonry paid during the past year,	-	-	-	-	-	
Total amount expended for graduation and masonry,	-	-	-	-	-	The whole cost of the road, without equipment, was \$500,000.
For wooden bridges, per last report,	-	-	-	-	-	
For wooden bridges paid during the past year,	-	-	-	-	-	
Total amount expended for wooden bridges,	-	-	-	-	-	
Total amount expended for iron bridges, (if any,) -	-	-	-	-	-	
For superstructure, including iron, per last Report, -	-	-	-	-	-	
For superstructure, including iron, paid during the past year,	-	-	-	-	-	
Total amount expended for superstructure, including iron,	-	-	-	-	-	

For stations, buildings and fixtures, per last report, -	
For stations, buildings and fixtures, paid during the past year, -	
Total amount expended for stations, buildings and fixtures, -	
For land, land-damages and fences, per last report, -	
For land, land-damages and fences, paid during the past year, -	
Total amount expended for land, land-damages and fences, -	
For locomotives, per last report, -	\$42,000 00
For locomotives, paid during the past year, -	Nothing.
Total amount expended for locomotives, -	42,000 00
For passenger and baggage cars, per last report, -	7,200 00
For passenger and baggage cars, paid during the past year, -	Nothing.
Total am't expended for passenger and baggage cars, -	7,200 00
For merchandise cars, per last report, -	50,800 00
For merchandise cars, paid during the past year, -	Nothing.
Total amount expended for merchandise cars, -	50,800 00
For engineering, per last report, -	Reference as above.
For engineering paid during the past year, -	
Total amount expended for engineering, -	
For agencies and other expenses, per last report, -	
For agencies and other expenses, paid during the past year, -	
Total amount expended for agencies and other expenses, -	
Total cost of road and equipment, -	600,000 00

CHARACTERISTICS OF ROAD.

Length of road, -	} 21 miles, 11 chains.
Length of single main track, -	
Length of double main track, -	
Length of branches owned by the Company, stating whether they have a single or double track, -	None.
Aggregate length of sidings and other tracks, excepting main track and branches, -	None.
Weight of rail per yard in main road, -	56 lbs.
Weight of rail per yard in branch roads, -	
Specify the different weights per yard, -	
Maximum grade, with its length in main road, -	40 feet, 1 mile, 16 chains.
Maximum grade, with its length in branch roads, -	
Total rise and fall in main road, -	
Total rise and fall in branch roads, -	
Shortest radius of curvature, with length of curve in main road, -	872 to 1090—1 mile, 2 ch.
Shortest radius of curvature, with length of curve in branch roads, -	
Total degrees of curvature in main road, -	
Total degrees of curvature in branch roads, -	
Total length of straight line in main road, -	12 miles, 48 chains.
Total length of straight line in branches, -	
Aggregate length of wooden truss bridges, -	
Aggregate length of all other wooden bridges, -	
Aggregate length of iron bridges, -	
Whole length of road unfenced on both sides, -	
Number of public ways crossed at grade, -	Twenty-three.
Number of railroads crossed at grade, -	None.
Remarks, -	

Way stations for express trains, - - -	Four.
Way stations for accommodation trains, - - -	
Flag stations, - - -	Three.
Whole number of way stations, - - -	Four.
Whole number of flag stations, - - -	Three.

DOINGS DURING THE YEAR.

Miles run by passenger trains, - - -	13,146
Miles run by freight trains, - - -	17,579
Miles run by other trains, - - -	600
Total miles run, - - -	31,325
Number of passengers carried in the cars, - - -	51,555
Number of passengers carried one mile, - - -	880,208
Number of tons of merchandise carried in the cars, - - -	
Number of tons of merchandise carried one mile, - - -	
Number of passengers carried, to and from other roads, - - -	43,114
Number of tons carried one mile, to and from other roads, - - -	
Rate of speed adopted for express passenger trains including stops, - - -	No express trains.
Average rate of speed actually attained by express passenger trains, including stops and detentions, - - -	
Rate of speed adopted for accommodation trains, - - -	25 miles per hour.
Rate of speed actually attained by accommodation trains, including stops and detentions, - - -	22 do do
Average rate of speed actually attained by special trains, including stops and detentions, - - -	
Average rate of speed adopted for freight trains, including stops and detentions, - - -	12 do do
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, - - -	184,044
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, - - -	328,650

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, - - -	No separate account being kept by lessees, no return can be made.
For repairs of wooden bridges, - - -	
For renewals of iron, including laying down, - - -	
For wages of switchmen, average per month, \$	} Total.
For wages of gate-keepers, average per month, \$	
For wages of signal-men, average per month, \$	
For wages of watchmen, average per month, \$	
Number of men employed, exclusive of those engaged in construction, - - -	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) - - -	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - - -	
Total for maintenance of way, - - -	

MOTIVE POWER AND CARS.

For repairs of locomotives, - - -	Same answer as above.
For new locomotives, to cover depreciation, - - -	
For repairs of passenger cars, - - -	
For new passenger cars, to cover depreciation, - - -	
For repairs of merchandise cars, - - -	
For new merchandise cars, to cover depreciation, - - -	
For repairs of gravel and other cars, - - -	
Total for maintenance of motive power and cars, - - -	

Number of engines,	-	-	-	-	6
Number of passenger cars,	-	-	-	-	4 1st-class.
Number of baggage cars,	-	-	-	-	
Number of merchandise cars,	-	-	-	-	80 8-wheeled.
Number of gravel cars,	-	-	-	-	

MISCELLANEOUS.

For fuel used by engines during the year, viz.:	-	Expenses being all borne by
Wood, -	-	Housatonic Railroad Com-
Coal, -	-	pany, no answer can be
For oil used by cars and engines,	-	made.
For waste and other material for cleaning,	-	
For salaries, wages and incidental expenses, charge-	-	
able to passenger department,	-	
For salaries, wages and incidental expenses, charge-	-	
able to freight department,	-	
For gratuities and damages,	-	
For taxes and insurance,	-	
For ferries, -	-	
For repairs of station buildings, aqueducts, fixtures,	-	
furniture, -	-	
For interest,	-	
For amount paid other companies, in tolls for pas-	-	
sengers, and freight carried on their roads, speci-	-	
fying each company,	-	
For amount paid other companies as rent for use of	-	
their roads, specifying each company,	-	
For salaries of president, treasurer, superintendent,	-	
law expenses, office expenses of the above offices,	-	
and all other expenses not included in any of the	-	
foregoing items, -	-	\$560, which cost is paid from
Total miscellaneous,	-	a fund of \$8000 in our own
Total expenditures for working the road,	-	stock, owned by the Co.

INCOME DURING THE YEAR.

For passengers:—

1. On main road, including branches owned by company, - 7 per cent. on whole cost of
2. To and from other roads, specifying what, - road and equipment.

For freight:—

1. On main road and branches owned by company,
 - 2. To and from other connecting roads, -
- | | | | | | |
|---|---|---|---|---|-----------|
| U. S. mails, | - | - | - | - | |
| Rents, | - | - | - | - | |
| Total income, | - | - | - | - | 42,000 00 |
| Net earnings, after deducting expenses, | - | - | - | - | |

DIVIDENDS.

7 per cent. Total,	-	-	-	-	42,000 00
Surplus not divided,	-	-	-	-	None.
Surplus last year,	-	-	-	-	do
Total surplus,	-	-	-	-	do

ESTIMATED DEPRECIATION BEYOND THE RENEW-

ALS, VIZ.:

Roads and bridges,	-	-	-	-	To be kept in perfect repair
Buildings,	-	-	-	-	by lessees.
Engines and cars,	-	-	-	-	

From the fact heretofore stated, in all our prior returns, that this road is leased to the Housatonic Railroad Company, who alone keep all the accounts of expenses, &c., this company is unable to make more full returns than above written.

C. W. HOPKINS,
I. SUMNER,
CHAS. HUNT.

Directors Berkshire Railroad Company.

Sheffield, January 26, 1850.

BERKSHIRE, ss. *Sheffield, January 26, 1850.* Then personally appeared Charles W. Hopkins, Increase Sumner, and Charles Hunt, directors in the Berkshire Railroad Company, and made oath that the within return, by them signed, is true, according to their best knowledge and belief. Before me,

EDWARD F. ENSIGN, *Justice of the Peace.*

THIRD ANNUAL REPORT

OF THE

BOSTON, BARRE AND GARDNER RAILROAD
COMPANY.

To the Honorable, the Senate and House of Representatives of the Commonwealth of Massachusetts:—

The Directors of said Company respectfully inform the Honorable, the Legislature, that during the past year they have not deemed it expedient to open Books for the subscription of stock in said company, and that no stock has during that time been subscribed for, with the exception of five shares, subscribed for by one of the members of the Board of Directors. That they have not, therefore, deemed it expedient to take any action in reference to the construction of their Railroad, and that the only measures which they have pursued, during the year, have been, to hold occasional meetings of the Board to preserve the due organization of the Corporation, and thereby to be in readiness to proceed in the construction of the road, whenever it shall be deemed expedient to do so.

All which is respectfully submitted,

PLINY MERRICK,
JOHN W. LINCOLN,
CHAS. L. KNOWLTON,
STEPHEN SALISBURY,
ETHAN A. GREENWOOD,
W. A. WHEELER,
GEO. T. RICE.

January 17, 1850.

WORCESTER, SS. *January 17, 1850.* Then personally appeared before me, Pliny Merrick, John W. Lincoln, Chas. L. Knowlton, Stephen Salisbury, Ethan A. Greenwood, W. A. Wheeler, and Geo. T. Rice, and made oath, that the foregoing Report by them subscribed, is true, according to their best knowledge and belief.

CALEB DANA, *Justice of the Peace.*

NINETEENTH ANNUAL REPORT

OF THE

BOSTON & LOWELL RAILROAD CORPORATION.

BOSTON, NOVEMBER 30th, 1849.

To the Honorable, the Senate and House of Representatives :—

On the occasion of submitting to you the 19th Annual Report, the Directors of the Boston and Lowell Railroad Corporation, feel called upon to present to you a statement in regard to their action on the subject of rates of fare, and the re-valuation of the fixed property of the company.

So recent has been the introduction, and so rapid the increase of Railroads, that for their management on many points, no uniform or permanent system has been established. More experience and careful observation are required to accomplish this; and even with these aids, it will be difficult to give stability to a system, for the reason that the business of Railroads is liable to continual and material fluctuations both in expenditure and income.

One of the most difficult points to adjust, in this matter, is to fix upon a rate for the transportation of passengers and freight, which shall do justice to all parties, and give general satisfaction.

When this road was first opened for travel, the fare between Boston and Lowell was put at one dollar. Reductions from this rate have since, from time to time been made. On the 1st of November, 1844, it was reduced to seventy-five cents, on the 1st of November, 1845, to sixty-five cents, and on the 1st of June, 1848, to fifty cents. Corresponding changes have been made to and from way-stations. Under the last extremely low rate of fare, the receipts from passengers diminished, in the first twelve months of its adoption, \$15,825 15, and in the last six months, in a greater ratio. This is exclusive of the loss, by taking off the train between Lowell and the Boston and Maine Railroad at Wilmington, which was discontinued July 1st, 1848, in consequence of the opening of the Lowell and Lawrence Railroad.

The profits of the past year but little exceeded eight per cent., and but for the reserves of former years, the dividends of 4 per cent., which have been uninterrupted for ten years, would hardly have been justified. In

consequence of this result, the Directors have decided to raise the fares on the 1st December, 1849, to sixty cents between Boston and Lowell, and in about the same proportion for less distances.

In reducing to the rate of two cents per mile, the Directors did not feel that the corporation was in a condition to do with any thing less than the rate which would afford the largest receipts. But they were desirous of determining at how low a point this rate might be found, and were willing to run some risk in the experiment. The result satisfies them that the existing tariff is too low, in the present state of those branches of business on which this road depends. They do not, however, consider the experiment conclusive for a time of great prosperity in the manufacturing interests; during which, travel would not only be greatly increased, but might show greater susceptibility to the influence of low fares.

In the present state of this road, the tariff which furnishes the largest receipts, and which in the opinion of the Directors, would not exceed that to be adopted, is the one they think best calculated to satisfy all parties. The corporation needs all the means, which can be procured from revenue. There is the primary necessity of keeping the road from depreciation, of securing the highest possible degree of safety, and a reasonable amount of convenience to passengers, and of providing security and despatch in the freight department. The current expenses require upon this road, an unusually large per centage of the gross receipts, because so great a proportion of its income is derived from merchandise transportation, and from business in connection with other roads, which for various causes cannot be done by any means so cheaply per passenger or per ton, as that belonging wholly to this road, and entirely under its control.

In the second place, a fair remuneration is due to the Proprietors. What should be deemed a fair remuneration, is a question upon which there is doubtless a difference of opinion. The Legislature, who are supposed to express public sentiment on such matters, have fixed the maximum at ten per cent. per annum; thereby sanctioning the opinion that this rate is not too high. The Directors of the Boston and Lowell Railroad have never aimed at a higher rate of dividend for the stockholders than eight per cent. per annum. The actual receipts of the subscribers to the first \$600,000 of stock, from the time when their assessments were paid, have averaged but 6 23-100 per cent. per annum. The cost of a share on the 30th November, 1835, when the first annual settlement of accounts was made after the opening of the road, including interest on the assessments, and deducting the dividend paid for a fraction of that year, amounted to \$540 75. Since then, in the fourteen years which have followed, the dividends have averaged 7 43-100 per cent. on the par value, or 6 87-100 per cent. on the above cost. For the last

eleven years, the rate has been uniformly 8 per cent. on the par value, which is 7 4-10 per cent. on the above cost; and this rate, considering the early uncertainty and continued hazards of railroad investments, cannot be considered more than a fair remuneration. All the revenues of the road above this and the current expenses, including all the premium upon new stock issued, have been applied as fast as received, to the improvement of its accommodations. From these statements, and those above, it will be seen that all the benefit of the increase of business has been given to the public, in the reduced rates of fares, and increased provisions for their comfort and convenience.

After the current expenses and dividends to stockholders have been provided for, there still remain wants, for which revenue alone can properly furnish means.

The corporation owes a debt of \$52,000 00, for which it has a partial provision in lands, not wanted for the purposes of the road, now charged at \$14,413 83. Besides providing fully for this incumbrance, extraordinary expenses are also becoming necessary for additions to the depot accommodations at Lowell, at way-stations, and at Boston. These wants, if not supplied from annual income, must be met by the issue of new stock. The objections to this mode of supply at this time are so clear, and have been so fully shown by recent experience in this country and abroad, as to need no demonstration. The Directors believe, that for a road which is completed, recourse should not be had to it, except in the case of a large sum being at once required to secure a corresponding amount of new business. In the present case the exigency is not of this sort. The present wants may be supplied by degrees, and the net profits of the road, if continued as of late years previous to the last, will be sufficient to furnish means for them as required. And were the contemplated provisions for these wants made, the consequent advantages would not be so much in an increase of passengers and freight, as in the more convenient and economical management of the general business of the road.

This policy of providing for all expenditures from revenue should satisfy stockholders, because it better secures their usual rate of dividend by requiring it only on the present number of shares, and tends to improve the whole value of the property, without diminishing their proportion by an increase of stock. It should also satisfy the public, so long as the strictest impartiality is observed in the charges upon all who contribute to the revenue. It saves them from the general evil of a further increase of railroad capital, and, retaining from the net profits but a fair remuneration for stockholders, gives all the surplus for their better accommodation. And should the business of the road be continued without material diver-

sion for a term of years, so as to allow the completion of the desired improvements, the corporation may then find itself in a condition to reduce its rates.

The whole amount charged in the books of the company as the cost of construction and equipment, has been \$2,045,457 50. By an appraisal, recently made with great care, of all the fixed property of the road, its present value is \$1,945,646 68. Much of this property is perishable, and much of its value depends upon that of the franchise, which is always liable to depreciation through the construction of competing lines; and, in order to prevent its standing upon the books at a rate above its present real value, the Directors determined to meet this depreciation in full, and accordingly ordered the difference between these two amounts, or \$99,810 82 to be charged to "Transportation account," and credited to construction and equipment, which has been done; so that the present charges against the several items, which constitute the property of the company, correspond with the present value thereof.

During the past year the Directors have issued \$30,000 of new stock, in sixty shares, which were authorized for the construction of the Woburn Branch Railroad.

Return of the Boston and Lowell Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock, - - - - -	\$1,830,000 00
Increase of capital since last report, - - - - -	
Capital paid in per last report, - - - - -	\$1,800,000 00
Capital paid in since last report, - - - - -	30,000 00
Total amount of capital stock paid in, - - - - -	1,830,000 00
Funded debt, per last report, - - - - -	
Funded debt paid since last report, - - - - -	
Funded debt, increase of, since last report, - - - - -	
Total present amount of funded debt, - - - - -	
Floating debt, per last report, [including unpaid dividends,] - - - - -	59,530 00
Floating debt paid since last report, - - - - -	7,000 00
Floating debt, increase of, since last report, - - - - -	
Total present amount of floating debt, - - - - -	52,530 00
Total present amount of funded and floating debt, - - - - -	
Average rate of interest per annum paid during the year, - - - - -	6 per cent.
Maximum amount of debt for each month during the year, viz.: December, 1848, \$89,530; January, 1849, \$89,530; February, \$89,530; March, \$84,530; April, \$47,530; May, \$47,530; June, \$47,530; July, \$70,530; August, \$57,530; September, \$52,530; October, \$52,530; November, \$52,530.	
COST OF ROAD AND EQUIPMENT.	
For graduation and masonry, per last report, - - - - -	557,707 82
For graduation and masonry, [charged off by re-valuation,] - - - - -	173,999 31
Total amount expended for graduation and masonry, - - - - -	383,708 51
For wooden bridges, per last report, - - - - -	95,428 79
For wooden bridges, [charged off by re-valuation,] - - - - -	53,921 13
Total amount expended for wooden bridges, - - - - -	41,507 66
Total amount expended for iron bridges, (if any,) - - - - -	
For superstructure, including iron, per last report, - - - - -	683,619 70
For superstructure, including iron, [charged off by re-valuation,] - - - - -	353,004 22
Total amount expended for superstructure, including iron, - - - - -	330,615 48
For stations, buildings and fixtures, per last report, - - - - -	354,612 55
For stations, buildings and fixtures, paid during the past year, - - - - -	18,610 10
	373,222 65
[Added by re-valuation, - - - - -]	383,877 61
Total amount expended for stations, buildings and fixtures, - - - - -	757,100 26
For land, land-damages and fences, per last report, - - - - -	85,297 60
For land, land-damages and fences, paid during the past year, - - - - -	8,160 00
	93,457 60
[Added by re-valuation, - - - - -]	122,208 13
Total amount expended for land, land-damages and fences, - - - - -	215,665 73

For locomotives, per last report, - - -	\$77,403 68	
For locomotives, paid during the past year, - -	5,000 00	
	<hr/>	
	82,403 68	
[Added by re-valuation,	2,398 08	
Total amount expended for locomotives, - -		\$84,801 76
For passenger and baggage cars, per last report, -	28,663 13	
For passenger and baggage cars, [added by re-valuation,] - - -	5,541 62	
Total amount expended for passenger and baggage cars, - - -		34,204 75
For merchandise cars, per last report, - -	46,171 62	
For merchandise cars, [added by re-valuation,] -	10,167 23	
Total amount expended for merchandise cars, -		56,338 85
For engineering, per last report, - - -	84,782 51	
For engineering paid during the past year, - - -		
Total amount expended for engineering, - - -		
For agencies and other expenses, per last report, - - -	43,078 83	
For agencies and other expenses, paid during the past year, - - -		41,703 68
Total amount expended for agencies and other expenses, - - -		
Total cost of road and equipment, - - -		<hr/> 1,945,646 68

CHARACTERISTICS OF ROAD.

Length of road, - - -	25 $\frac{3}{4}$ miles and 59 71-100 ft.
Length of single main track, - - -	None.
Length of double main track, - - -	25 $\frac{3}{4}$ miles and 59 71-100 ft.
Length of branches owned by the company, stating whether they have a single or double track, -	{ 1 $\frac{1}{2}$ miles and 585 33-100 feet. Single track.
Aggregate length of sidings and other tracks, excepting main track and branches, - - -	12 $\frac{1}{4}$ miles.
Weight of rail per yard in main road, - - -	{ $\frac{1}{4}$ mile, 45 lbs. per yard; 43 miles, 56 lbs.; 7 $\frac{1}{2}$ miles, 63 lbs.; $\frac{3}{4}$ mile, 60 lbs. 56 lbs. per yard.
Weight of rail per yard in branch roads, - - -	
Specify the different weights per yard, - - -	
Maximum grade, with its length in main road, [except 1500 feet, of 30 feet per mile, grade rising from the depot at Lowell,] - - -	[miles. 10 ft. per mile for 6 28-100
Maximum grade, with its length in branch roads, -	54 " " " 5000 ft.
Total rise and fall in main road, - - -	189 93-100 feet.
Total rise and fall in branch roads, - - -	73 54-100 feet.
Shortest radius of curvature, with length of curve in main road, [except about 900 feet of 1200 feet radius at the depot in Lowell,] - - -	2800 ft. R., 1694 $\frac{1}{2}$ ft. long.
Shortest radius of curvature, with length of curve in branch roads, [except two short curves of 500 and 625 feet radius, at the Woburn depot,] - - -	1975 ft. R., 662 ft. long.
Total degrees of curvature in main road, - - -	665° 1' 42".
Total degrees of curvature in branch roads, - - -	107° 40'.
Total length of straight line in main road, - - -	18 $\frac{1}{4}$ miles and 824 ft.
Total length of straight line in branches, - - -	1 $\frac{1}{4}$ miles and 491 ft.
Aggregate length of wooden truss bridges, } [not	54 feet.
Aggregate length of all other wooden bridges, } including those for common roads over railroad track.]	2455 feet.

Aggregate length of iron bridges, - - -	None.
Whole length of road unfenced on both sides, [exclusive of road crossings, and bridges, and embankments across ponds,] - - -	1 mile and 765 feet.
Number of public ways crossed at grade, - - -	Thirteen.
Number of railroads crossed at grade, - - -	Two.
Remarks, - - - - -	
Way stations for express trains, - - -	None.
Way stations for accommodation trains, - - -	Seven.
Flag stations, - - - - -	Eleven.
Whole number of way stations, } as above.	
Whole number of flag stations, }	

DOINGS DURING THE YEAR.

Miles run by passenger trains, - - -	159,514	
Miles run by freight trains, - - -	71,428	
Miles run by other trains, - - -	16,580	
Total miles run, - - - - -		247,522
Number of passengers carried in the cars, - - -	593,828	
Number of passengers carried one mile, - - -	10,504,650	
Number of tons of merchandise carried in the cars, - - -	278,313	
Number of tons of merchandise carried one mile, - - -	7,168,538	
Number of passengers carried one mile, to and from other roads, - - - - -	2,990,390	
Number of tons carried one mile, to and from other roads, - - - - -	4,272,528	
Rate of speed adopted for express passenger trains, including stops, - - - - -	33½ miles per hour.	
Average rate of speed actually attained by express passenger trains, including stops and detentions, - - -	29 44-100 miles per hour.	
Rate of speed adopted for accommodation trains, - - -	25 do do	
Rate of speed actually attained by accommodation trains, including stops and detentions, - - -	24 64-100 do do	
Average rate of speed actually attained by special trains, including stops and detentions, - - -	18 45-100 do do	
Average rate of speed adopted for freight trains, including stops and detentions, - - -	12 do do	
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, - - -	5,302,245.36	
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, - - -	6,836,373.88	

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, - - -	\$37,269 02	
For repairs of wooden bridges, - - -	2,019 46	
For renewals of iron, including laying down, - - -	13,274 07	
For wages of switchmen, average per month, \$32.06,	} Total, 5,462 04	
For wages of gate-keepers, average per month, \$27.33,		
For wages of signal-men, average per month, \$26.34,		
For wages of watchmen, average per month, \$30.00,		
Number of men employed, exclusive of those engaged in construction, - - - - -	232	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) - - -	929 93	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,) - - -	2,032 15	
Total for maintenance of way, - - - - -		60,986 67

MOTIVE POWER AND CARS.			
For repairs of locomotives, - - -	\$35,629	63	
For new locomotives to cover depreciation, - -	9,406	24	
			\$45,035 87
For repairs of passenger cars, - - -	12,315	98	
For new passenger cars, to cover depreciation, -			
For repairs of merchandise cars, - - -	4,745	37	
For new merchandise cars, to cover depreciation, -			
For repairs of gravel and other cars, - - -	349	20	
Total for maintenance of motive power and cars, -			62,446 42
Number of engines, - - -	20		
Number of passenger cars, [22 8-wheel & 4 4-wheel,]	48	4-wheel.	
Number of baggage cars, [2 8-wheel and 10 4-wheel,]	14	do	
Number of merchandise cars, [all 4-wheel cars,]	254	do	
Number of gravel cars, - - -	21	do	
MISCELLANEOUS.			
For fuel used by engines during the year, viz., -			
Wood, - - -	44,172	05	
Coal, - - -	Nothing.		
For oil used by cars and engines, - - -	3,800	03	
For waste and other material for cleaning, - - -	482	87	
For salaries, wages and incidental expenses, charge-			
able to passenger department, - - -	22,060	64	
For salaries, wages and incidental expenses, charge-			
able to freight department, - - -	26,421	30	
For gratuities and damages, - - -	2,351	21	
For taxes and insurance, - - -	2,862	25	
For ferries, - - -	Nothing.		
For repairs of station buildings, aqueducts, fixtures,			
furniture, - - -	17,912	70	
For interest, - - -	5,383	82	
For amount paid other companies, in tolls for pas-			
sengers, and freight carried on their roads, specify-			
ing each company, - - -	Nothing.		
For amount paid other companies as rent for use of			
their roads, specifying each company, - - -	do		
For salaries of president, treasurer, superintendent,			
law expenses, office expenses of the above offices,			
and all other expenses not included in any of the			
foregoing items, - - -	17,407	53	
Total miscellaneous, - - -			142,854 40
Total expenditures for working the road, - - -			266,287 49
		
INCOME DURING THE YEAR.			
<i>For passengers :—</i>			
1. On main road, including branches owned by			
company, - - -	129,367	97	
2. To and from other roads, specifying what, -			
[Nashua, - - -	\$14,853	96	
Stony Brook, - - -	165	67	
Concord, - - -	20,022	82	
Claremont, - - -	345	35	
Northern, - - -	4,015	36	
Montreal, - - -	4,481	41	
Vermont Central, - - -	3,040	64	
Passumpsic, - - -	3,496	48	
	50,421	69	
			179,789 66

<i>For freight :—</i>					
1. On main road and branches owned by company,					\$131,238 38
2. To and from other connecting roads, -	-	-	-	-	
[Nashua, -	-	-	-	\$15,762 48	
Stony Brook, -	-	-	-	1,747 47	
Wilton, -	-	-	-	4,269 10	
Concord, -	-	-	-	34,939 71	
Claremont, -	-	-	-	1,466 28	
Northern, -	-	-	-	12,542 32	
Montreal, -	-	-	-	7,425 46	
Vermont Central, -	-	-	-	9,327 52	
Passumpsic, -	-	-	-	11,456 14	
					98,936 48
					<u>\$230,174 86</u>
U. S. mails, -	-	-	-	\$3,671 82	
Rents, -	-	-	-	277 99	
[Miscellaneous, -	-	-	-	2,573 67	
					<u>6,523 48</u>
Total income, -	-	-	-	-	<u>416,488 00</u>
Net earnings, after deducting expenses, -	-	-	-	-	<u>150,200 51</u>
				
DIVIDENDS.					
[Two of 4 per cent each.]					
8 per cent. Total, -	-	-	-	-	<u>145,200 00</u>
Surplus not divided, -	-	-	-	-	5,000 51
[Add advance realized on issue of new stock, -	-	-	-	-	3,556 36
					<u>8,556 87</u>
Surplus last year, -	-	-	-	-	251,106 76
[From which deduct balance of amounts charged off	-	-	-	-	
from several construction accounts, -	-	-	-	-	99,810 82
					<u>151,295 94</u>
Total surplus, -	-	-	-	-	<u>159,852 81</u>
[From which is to be deducted the dividend of 4 per	-	-	-	-	
cent., payable January 1st, 1850, -	-	-	-	-	73,200 00
					<u>86,652 81</u>
ESTIMATED DEPRECIATION BEYOND THE RENEW-					
ALS, VIZ.					
Road and bridges, -	-	-	-	-	
Buildings, -	-	-	-	-	
Engines and cars, -	-	-	-	-	

The following fatal accidents and serious injuries have occurred during the year ending December 1st, 1849 :—

Dec. 8, 1848.—James A. White, æt. 28, walking on the track, near Bacon's Bridge, in Medford, was run over by a passenger train and instantly killed.

Jan. 12, 1849.—Joseph Langley, in the employment of the Northern Railroad Company, was caught between two cars in a merchandise train, at East Cambridge, and had his jaw broken.

March 13.—Gilman Hazeltine, a brakeman, in the employment of the Northern Railroad Company, on a freight train whilst passing over the road, struck his head against a bridge, and was so injured that he died on the 18th.

March 14.—The dead body of Annie O. Berne, æt. 65, was found on the railroad near Concord River Bridge. It is believed she was killed by being run over by a train whilst she was walking on the track in the night.

April 14.—Benj. Moore, of Medford, not in the employment of the corporation, whilst moving freight cars at the Medford station, was crushed between them, and so injured that he died May 3d.

May 5.—David Graham got on to a merchandise train without permission, after it had left Boston, and, in jumping off at South Woburn, his foot was run over by the train and crushed.

Sept. 22.—Barnard Bracely, whilst walking, after dark, on the track at East Cambridge, was run over by a passenger train and instantly killed. A coroner's jury was summoned, who, in their verdict, stated that no blame could be attached to the agents of the road.

Nov. 30.—James Carroll, in the employment of the corporation, whilst moving freight cars at East Cambridge, had his arm broken by its being crushed between them.

All which is respectfully submitted.

WM. STURGIS,
JOSEPH TILDEN,
GEO. W. LYMAN,
EBEN. CHADWICK,
J. A. LOWELL,

Directors.

SUFFOLK, SS. *Jan. 2, 1850.* Then personally appeared William Sturgis, Joseph Tilden, Geo. W. Lyman, and Eben. Chadwick, and severally made oath that the foregoing return was true, according to their best knowledge and belief. Before me,

J. THOS. STEVENSON, *Justice of the Peace.*

SUFFOLK, SS. *Jan. 11, 1850.* Then personally appeared J. A. Lowell, and made oath that the foregoing return was true, according to his best knowledge and belief. Before me,

J. THOS. STEVENSON, *Justice of the Peace.*

FIFTEENTH ANNUAL REPORT

OF THE

BOSTON AND MAINE RAILROAD COMPANY.

To the Honorable Senate and House of Representatives :—

In presenting the Fifteenth Annual Report of the Boston and Maine Railroad, the Directors beg leave to remark, that the past year has been one of vicissitude and trial for this road, inasmuch as, in addition to fluctuations of business, occasioned by the monetary condition of the country, and by the visitation of that pestilence, which has traversed our land and diminished materially the public travel, conflagrations have repeatedly reached the property of the Corporation and destroyed a costly bridge at Salmon Falls, and all the extensive repair shops at Lawrence, involving the company in heavy losses, which, with the destruction previously experienced, of a freight house, and a large amount of merchandise at Dover, have caused an actual annihilation of property, exceeding seventy thousand dollars in amount. These accumulated losses to the Company have proved a serious drawback upon its earnings and thus curtailed the dividend.

The usual July dividend has been delayed to the end of the year, by the action of the stockholders, in the protracted inquiry and severe scrutiny, which they caused to be instituted through their committee of investigation. The result of this examination into the condition of the company, proves the unquestionable soundness of the enterprise, and calls for renewed diligence on the part of the directors; and must give to the stockholders and the public the fullest confidence in the future prosperity of the road.

The following statement shows the business of the past year :

The reserve fund by the last annual report, amounted to \$48,272 45
Income for the year ending November 30 :

From passengers,	- - - -	332,214 00
“ freight,	- - - -	168,974 21
“ mails, rents, and use of road,	-	21,147 30
		<hr/>
		\$570,607 96

The expenditures properly chargeable to the operating of the road, and for depreciation of engines and cars, -	276,199 42
	<hr/>
	294,408 54
*From which is to be deducted, as extraordinary charges for this year, the items for loss of Salmon Falls Bridge, car shop at Lawrence, committee of investigation and interest, - - - - -	53,491 19
	<hr/>
	240,917 35
A dividend has been paid on 35,568 shares, of 5½ per cent.	195,624 00
	<hr/>
Leaving as a present reserve, - - - - -	\$45,293 35

It may here be remarked, that in the expenditures proper, for the last year, is included a considerable amount of charges, incurred in previous years, which go to swell the cost of operating the road. It has been deemed quite important by the present board, to reach and liquidate every claim chargeable upon the road, and this has been successfully accomplished, with the exception of certain land damages and demands for personal injury, which were considered too exorbitant to be submitted to; but these, with the exception of the mill-pond lands in this city, will not probably exceed fifty thousand dollars, while the property on hand, not required for the use of the road, which may be made available at some future time, will fully provide for these contingencies. A careful appraisal has been made of all the stock and materials on hand, for repairs, and of the wood for the use of the road, so that its position is known with a good degree of accuracy.

A considerable outlay will be required the coming year, for new depot buildings at Andover, Lawrence, and North Andover, as provided for by the stockholders, and also for new engines, passenger and merchandise cars, and repair shop at Lawrence, to meet the growing demands upon the company.

The capital stock of the company being increased by the sum of \$600,000 at this time, and additional facilities being furnished to the public, it has become necessary to raise the fares to an average of about

* This amount is obtained by adding interest, and deducting depreciation of engines and cars, as below, under the head of "Estimated depreciation beyond renewals," and may be stated thus :

Amount at the foot of printed returns, - - - - -	\$46,179 85
Add interest, which is not strictly running expense, - - -	25,016 17
	<hr/>
	71,196 02
Deduct depreciation of engines and cars, which is running expense,	17,704 83
	<hr/>
	\$53,491 19

two and a half cents per mile. This increase, however, will not exceed that of most of the costly roads terminating in Boston, and will still be below that of some of them; and it cannot, it is believed, be considered burdensome by a reasonable public.

New avenues of ingress and egress are extended to this road; and since the last annual report, arrangements, mutually satisfactory, have been made with the following roads for the conveyance of freight and passengers, to wit: The Great Falls and Conway, the Cochecho, the Essex, the Lowell and Lawrence, and the Manchester and Lawrence Railroads, already in operation, and the South Reading Branch Railroad, about to be constructed.

These arrangements increase vastly the public accommodation, and while the directors of this road are anxious to become the recipients of such business as may fairly be brought to it, they are equally desirous to avoid a hurtful competition, or to do any act that shall encroach upon the rights, or conflict with the acknowledged claims of other roads to public consideration.

It is the duty, and should be the policy of Railroads, to afford all reasonable accommodation to the community, at such rates of fares as will fairly remunerate the stockholders for their outlay of capital, and the risks attendant on enterprises of this character; and, with a full recognition of these principles, it will be the aim of the directors so to manage the affairs of the company as to protect both of these interests.

A portion of the community is inclined to regard Railroads as an infliction or encroachment, unnecessarily imposed upon individual rights, and seem reluctant to concede that the benefits greatly outweigh the injury.

In the management of a concern of so many ramifications, the utmost care and caution will not always protect the public against accidents, occasioned by the misplacing of a switch, or by a collision. Scarcely a man lives that is not off his guard at times, and, although negligence and inattention are chargeable upon the servants of the road sometimes, still, it is believed that carelessness, thoughtlessness, or foolhardiness of passengers, or of persons travelling on the line, or across the road, are the fruitful causes of injury, for which the officers of the road are often unjustly censured. And the fact is especially verified by a review of the accidents, which have occurred on the road since the time to which the last annual report was prepared. In every case, a want of care and attention on the part of the injured, has been the primary cause of disaster.

The return which follows, is made up to the 1st day of December, 1849.

Return of the Boston and Maine Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock, - - - - -	\$4,140,000 00
Increase of capital since last report, - - -	600,000 00
Capital paid in per last report, - - -	\$3,249,804 52
Capital paid in since last report, [and \$362,305 is due and payable Jan. 1, in addition], - - -	466,065 00
Total amount of capital stock paid in, - - -	3,715,869 52
Funded debt, per last report, - - -	176,000 00
Funded debt paid since last report, - - -	10,000 00
Funded debt, increase of, since last report, - - -	Nothing.
Total present amount of funded debt, - - -	166,000 00
Floating debt, per last report, - - -	121,985 93
Floating debt paid since last report, - - -	17,949 96
Floating debt, increase of, since last report, - - -	Nothing.
Total present amount of floating debt, - - -	104,035 97
Total present amount of funded and floating debt, -	270,035 97
Average rate of interest per annum paid during the year, - - - - -	5 719-1000 per cent.
Maximum amount of debt for each month during the year, viz.: January, \$250,000; February, \$246,000; March, \$243,000; April, \$305,000; May, \$373,000; June, \$380,000; July, \$377,000; August, \$347,000; September, \$420,000; October, \$285,000; November, \$322,000; December, \$270,000.	
COST OF ROAD AND EQUIPMENT.	
For graduation and masonry, per last report, -	821,488 57
For graduation and masonry paid during the past year, - - - - -	43,335 87
Total amount expended for graduation and masonry, -	864,824 44
For wooden bridges, per last report, - - -	354,390 80
For wooden bridges paid during the past year, -	9,206 08
Total amount expended for wooden bridges, - - -	363,596 88
Total amount expended for iron bridges, (if any,) -	Nothing.
For superstructure, including iron, per last report, -	873,052 57
For superstructure, including iron, paid during the past year, - - - - -	145,092 49
Total amount expended for superstructure, including iron, - - - - -	1,018,145 06
For stations, buildings and fixtures, per last report, -	373,586 82
For stations, buildings and fixtures, paid during the past year, - - - - -	71,159 78
Total amount expended for stations, buildings and fixtures, - - - - -	444,746 60
For land, land-damages and fences, per last report, -	602,071 26
For land, land-damages and fences, paid during the past year, - - - - -	117,679 07
Total amount expended for land, land-damages and fences, - - - - -	719,750 33
For locomotives, per last report, - - -	115,540 46
For locomotives, paid during the past year, - - -	13,182 27
Total amount expended for locomotives, - - -	128,722 73
For passenger and baggage cars, per last report, -	60,350 00
For passenger and baggage cars, paid during the past year, - - - - -	6,100 00

Total amount expended for passenger and baggage cars, - - - - -		\$66,450 00
For merchandise cars, per last report, - - -	\$108,027 80	
For merchandise cars, paid during the past year, -	Nothing.	
Total amount expended for merchandise cars, -		108,027 80
For engineering, per last report, [and agencies and other expenses,] - - - - -	263,323 76	
For engineering paid during the past year, [and for agencies and other expenses,] - - - - -	6,469 72	
Total amount expended for engineering, [and for agencies and other expenses,] - - - - -		269,793 48
For agencies and other expenses, per last report, -	Nothing.	
For agencies and other expenses, paid during the past year, - - - - -	Included above.	
Total amount expended for agencies and other expenses, - - - - -	do do	
		3,984,057 32
[Deduct 1200 tons iron not used, now on hand—cost,		54,000 00
Total cost of road and equipment, - - - - -		3,930,057 32

CHARACTERISTICS OF ROAD.

Length of road, - - - - -	74 26-100 miles.
Length of single main track, - - - - -	46 47-100 do
Length of double main track, - - - - -	27 79-100 do
Length of branches owned by the company, stating whether they have a single or double track, -	8 79-100 do of which, 1 4-100 do is double [track.
Aggregate length of sidings and other tracks, excepting main track and branches, - - - - -	15 8-100 do
Weight of rail per yard in main road, - - - - -	4 miles of 48 lbs.; balance [56 and 60 lbs.
Weight of rail per yard in branch roads, - - - - -	48 lbs. to 60 lbs.
Specify the different weights per yard, - - - - -	48, 56 and 60 lbs. [a mile.
Maximum grade, with its length in main road, -	47½ ft. per mile for 77-100 of
Maximum grade, with its length in branch roads, -	36 ft. for 1 40-100 of a mile.
Total rise and fall in main road, - - - - -	1498 feet.
Total rise and fall in branch roads, - - - - -	146 feet.
Shortest radius of curvature, with length of curve in main road, - - - - -	Rad. 1050 ft.; length 1150 ft.
Shortest radius of curvature, with length of curve in branch roads, - - - - -	Rad. 573 feet; length 218-
Total degrees of curvature in main road, - - -	1988 degrees. [1000.
Total degrees of curvature in branch roads, -	456¼ do
Total length of straight line in main road, -	49 73-100 miles.
Total length of straight line in branches, -	5 80-100 miles.
Aggregate length of wooden truss bridges, -	2612 feet.
Aggregate length of all other wooden bridges, -	7007 feet.
Aggregate length of iron bridges, - - - - -	None.
Whole length of road unfenced on both sides, -	2 1-100 miles.
Number of public ways crossed at grade, - - -	Ninety-two.
Number of railroads crossed at grade, - - - -	Two.
Remarks, - - - - -	One road is being built to cross at grade.
Way stations for express trains, - - - - -	One only.
Way stations for accommodation trains, - - -	Eighteen.
Flag stations, - - - - -	Fifteen.
Whole number of way stations, - - - - -	Nineteen.
Whole number of flag stations, - - - - -	Fifteen.

DOINGS DURING THE YEAR.			
Miles run by passenger trains,	-	-	272,764
Miles run by freight trains, -	-	-	71,646
Miles run by other trains, -	-	-	42,749
Total miles run, -	-	-	387,159
Number of passengers carried in the cars, -	-	-	1,205,007
Number of passengers carried one mile, -	-	-	16,958,996
Number of tons of merchandise carried in the cars, -	-	-	102,485 956-2000
Number of tons of merchandise carried one mile, -	-	-	3,547,817½
Number of passengers carried one mile, to and from other roads, -	-	-	} Included in above. This road operates the Great Falls and Conway, and Portland, S. and P. roads.
Number of tons carried one mile, to and from other roads, -	-	-	
Rate of speed adopted for express passenger trains, including stops, -	-	-	36 miles per hour.
Average rate of speed actually attained by express passenger trains, including stops and detentions, -	35	do	do
Rate of speed adopted for accommodation trains, -	30	do	do
Rate of speed actually attained by accommodation trains, including stops and detentions, -	23	do	do
Average rate of speed actually attained by special trains, including stops and detentions, -	20	do	do
Average rate of speed adopted for freight trains, including stops and detentions, -	10	do	do
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, -	-	-	12,001,616
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, -	-	-	8,501,351
EXPENDITURES FOR WORKING THE ROAD.			
For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, -	-	-	\$41,758 02
For repairs of wooden bridges, -	-	-	1,198 70
For renewals of iron, including laying down, -	-	-	Nothing.
For wages of switchmen, average per month, \$307 70	-	-	} Total, 10,941 44
For wages of gate-keepers, average per " 229 40	-	-	
For wages of signal-men, average per " 87 29½	-	-	
For wages of watchmen, average per " 287 39	-	-	
Number of men employed exclusive of those engaged in construction, -	-	-	373
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) -	-	-	1,366 00
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, -	-	-	370 92
Total for maintenance of way, -	-	-	\$55,635 08
MOTIVE POWER AND CARS.			
For repairs of locomotives, -	-	-	36,253 94
For new locomotives, to cover depreciation, -	-	-	Nothing.
For repairs of passenger cars, -	-	-	5,682 48
For new passenger cars, to cover depreciation, -	-	-	Nothing.
For repairs of merchandise cars, -	-	-	1,636 48
For new merchandise cars, to cover depreciation, -	-	-	Nothing.
For repairs of gravel and other cars, -	-	-	528 36
Total for maintenance of motive power and cars, -	-	-	44,101 26
Number of engines, -	-	-	Twenty-five.
Number of passenger cars, -	-	-	Thirty-three.
Number of baggage cars, -	-	-	Twelve.

Number of merchandise cars, [106 long open, 54 long covered, 101 short open, 10 short covered, 50 dumping],	-	-	-	-	-	Three hundred twenty-one.
Number of gravel cars,	-	-	-	-	-	Forty-three.

MISCELLANEOUS.

For fuel used by engines during the year, viz., [9,538 cords on hand, not included, cost \$29,000, and paid for.]						
Wood,	-	-	-	-	\$52,662 56	} \$53,171 56
Coal,	-	-	-	-	509 00	
For oil used by cars and engines,	-	-	-	-	-	7,534 49
For waste and other material for cleaning,	-	-	-	-	-	272 87
For salaries, wages and incidental expenses, chargeable to passenger department,	-	-	-	-	-	37,670 56
For salaries, wages and incidental expenses, chargeable to freight department,	-	-	-	-	-	27,633 78
For gratuities and damages,	-	-	-	-	-	9,575 64
For taxes and insurance,	-	-	-	-	-	7,268 31
For ferries,	-	-	-	-	-	None.
For repairs of station buildings, aqueducts, fixtures, furniture,	-	-	-	-	-	4,111 49
For interest,	-	-	-	-	-	25,016 17
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company,	-	-	-	-	-	Nothing.
For amount paid other companies as rent for use of their roads, specifying each company,	-	-	-	-	-	Nothing.
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	-	-	-	-	-	11,519 55
Total miscellaneous,	-	-	-	-	-	\$183,774 42
Total expenditures for working the road,	-	-	-	-	-	283,510 76

INCOME DURING THE YEAR.

For passengers:—

1. On main road, including branches owned by company,	-	-	-	-	332,214 00
2. To and from other roads, specifying what,	-	-	-	-	Nothing.

For freight:—

1. On main road and branches owned by company,	-	-	-	-	168,974 21
2. To and from other connecting roads,	-	-	-	-	Nothing.
U. S. Mails,	-	-	-	-	8,574 31
Rents, [including use of road, by the Essex and Lowell and Lawrence railroads,]	-	-	-	-	12,572 99
Total income,	-	-	-	-	522,335 51
Net earnings, after deducting expenses,	-	-	-	-	238,824 75

DIVIDENDS.

5½ per cent. Total, [on 35,568 shares],	-	-	-	-	195,624 00
Surplus not divided,	-	-	-	-	45,293 35
Surplus last year,	-	-	-	-	48,272 45
Total surplus,	-	-	-	-	45,293 35

ESTIMATED DEPRECIATION BEYOND THE RENEW- ALS, VIZ.:					
Road and bridges,	-	-	-	-	None.
Buildings,	-	-	-	-	None estimated.
Engines and cars, [charged to profit and loss,	-	-	-	-	\$17,704 83
Do. for Salmon Falls bridge burnt,	-	-	-	-	11,851 57
Do. for expenses of Com. of Inv'n, &c.,	-	-	-	-	2,223 31
Do. for loss by fire, in shops at Lawrence,	-	-	-	-	14,400 14
					46,179 85

The following serious accidents have occurred on the Boston and Maine Railroad, during the past year.

On twentieth of December, 1848, Dennis Driscoll, of Reading, a laborer on a gravel train, fell from the car on which he was riding, was run over by the train, and was killed.

On twenty-first of April, 1849, George H. Prince, of Boston, a boy 11 years old, was so badly injured by falling from the cars while they were being backed into the Boston station, that he died in about one hour. He had just before been ordered a second time from the cars.

On twenty-sixth of May, 1849, John Roach, of Lawrence, a laborer on a gravel train, was killed in attempting to get on the train when in motion.

On fourth of July, 1849, Peter Moore, of Somerville, while lying asleep on the track in Somerville, in the night time, was badly injured by the engine running over his arm, which required amputation.

On twenty-eighth of August, 1849, Cornelius Sullivan, of Malden, while walking on the track near Edgeworth, in Malden, was struck by an inward train, and killed. He was looking at an approaching train on the other track, and did not notice the train which killed him.

On twenty-seventh of September, 1849, John McCurdy, of Medford, in leaving the cars at the Somerville station, by mistake stepped off on the wrong side, and where there was no platform, and was struck and killed by another train slowly passing.

On tenth of October, 1849, John Scannels, of Dover, a laborer on a gravel train, fell from the cars, and was killed.

On twentieth of November, 1849, Samuel O'Donelly jumped from a train while in motion, near Malden station, and fell under the car wheels, which ran over and killed him.

JOHN HOWE,
JOHN FLINT,
SAMUEL A. WALKER,
SAMUEL BATCHELDER,
JAMES HAYWARD,
GEO. H. KUHN.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. *January 7, 1850.* Then personally appeared the said John Howe, John Flint, Samuel A. Walker, Samuel Batchelder, James Hayward, and George H. Kuhn, and made oath that the above report, by them subscribed, is true, according to the best of their knowledge and belief. Before me,

GEORGE MINOT, *Justice of the Peace.*

The undersigned have examined the foregoing report of the Directors of the Boston and Maine Railroad, and approve the same.

WILLIAM STEVENS,

Commissioner for Massachusetts.

GREENLEAF CLARKE,

Commissioner for New Hampshire.

NOTE. The Commissioner of Maine was duly notified, but could not attend with the other Commissioners.

EIGHTEENTH ANNUAL REPORT

OF THE

BOSTON & PROVIDENCE RAILROAD CORPORATION.

To the Honorable the Legislature of the Commonwealth of Massachusetts:—

It will be perceived that the return, in its classification of the expenditures for cost of road and equipment, does not exactly conform to the requirements of the last law passed in reference to this subject.

The whole amount is correctly given, and the omission to give all the items, as required by the statute referred to, has arisen from the fact, that during the construction of the road, and fifteen years of its operation, the accounts on the Treasurer's books were not classified in the manner required, and that, to prepare the return in that manner, involves an analysis of all the accounts and expenditures, from the commencement of the operations of the corporation, which will require a long time, as well as great labor. This will, however, be done before the next Annual Report, which will give all the details required by the present legislation on the subject.

Capital stock, - - - - -	\$3,160,000 00
Increase of capital since last report, - - -	None.
Capital paid in per last report, - - -	2,893,800 00
Capital paid in since last report, - - -	266,700 00
Total amount of capital stock paid in, - - -	3,160,000 00
Funded debt per last report, - - -	None.
Funded debt paid since last report, - - -	None.
Funded debt, increase of, since last report, - - -	111,500 00
Total present amount of funded debt, - - -	111,500 00
Floating debt, per last report, - - -	101,258 04
Floating debt paid since last report, - - -	
Floating debt, increase of, since last report, - - -	11,941 96
Total present amount of floating debt, - - -	113,200 00
Total present amount of funded and floating debt, - - -	224,700 00
Average rate of interest per annum paid during the year, - - - - -	6¼ to 6½ per cent.

Maximum amount of debt for each month during the year, viz.: January, \$150,021 68; February, \$156,926 54; March, \$152,588 66; April, \$164,105 75; May, \$125,708 99; June, \$95,309 35; July, \$151,073 68; August, \$152,589 10; September, \$144,648 45; October, \$184,984 25; November, \$183,434 23; December, \$224,700 00.

COST OF ROAD AND EQUIPMENT.

[Cost of road and equipment, including Seekonk, Pawtucket, Dedham, and West Roxbury branches:—one-half cost of 5½ miles of Providence and Worcester Railroad, including city station in Providence:—and exclusive of \$40,000 00 invested in Stoughton Branch Railroad, per last report, -		3,031,106 72
Amount expended on road and equipment, including branch roads, during the past year, -		339,163 26
[Total cost of road and equipment, including branch roads, and interest in Providence and Worcester Railroad, - - - - -		3,370,269 98

CHARACTERISTICS OF ROAD.

Length of road, - - - - -	41 miles.
Length of single main track, - - - - -	25¼ do
Length of double main track, - - - - -	15¾ do
Length of branches owned by the company, stating whether they have a single or double track, [not including Providence and Worcester Railroad, 5½ miles, and Stoughton Branch Railroad, 4 miles,] -	12 do single track.
Aggregate length of sidings and other tracks, excepting main track and branches, - - -	6 9-10 miles.
Weight of rail per yard in main road, - - -	56 to 58 lbs.
Weight of rail per yard in branch roads, - - -	37½ to 58 lbs.
Specify the different weights per yard, - - -	37½, 56, 58 lbs.
Maximum grade, with its length in main road, - - -	37½ ft. per mile—26,700 ft.
Maximum grade, with its length in branch roads, - - -	52 27-100 do. —1509 ft.
Total rise and fall in main road, - - -	505.41 feet.
Total rise and fall in branch roads, - - -	316.87 feet.
Shortest radius of curvature, with length of curve in main road, - - - - -	1910 feet—700 feet.
Shortest radius of curvature, with length of curve in branch roads, - - - - -	900 feet—1500 feet.

Total degrees of curvature in main road, -	-	342 12-60.
Total degrees of curvature in branch roads, -	-	416 14-60.
Total length of straight line in main road, -	-	35½ miles.
Total length of straight line in branches, -	-	8.37 do
Aggregate length of wooden truss bridges, -	-	2139 1-6 feet.
Aggregate length of all other wooden bridges, -	-	1520 do
Aggregate length of iron bridges, -	-	246 do
Whole length of road unfenced on both sides, -	-	Whole road fenced.
Number of public ways crossed at grade, -	-	41
Number of railroads crossed at grade, -	-	1
Remarks, -	-	-
Way stations for express trains, -	-	1
Way stations for accommodation trains, -	-	25
Flag stations, -	-	6
Whole number of way stations, -	-	25
Whole number of flag stations, -	-	6

DOINGS DURING THE YEAR.

Miles run by passenger trains, -	-	181,670
Miles run by freight trains, -	-	60,080
Miles run by other trains, -	-	3,100
Total miles run, -	-	244,850
Number of passengers carried in the cars, -	-	573,360
Number of passengers carried one mile, -	-	8,352,123
Number of tons of merchandise carried in the cars, -	-	96,642
Number of tons of merchandise carried one mile, -	-	2,092,542
Number of passengers carried one mile, to and from other roads, -	-	2,337,574
Number of tons carried one mile, to and from other roads, -	-	786,939
Rate of speed adopted for express passenger trains, including stops, -	-	34½ miles per hour
Average rate of speed actually attained by express passenger trains, including stops and detentions, -	-	34½ do do
Rate of speed adopted for accommodation trains, -	-	30 do do
Rate of speed actually attained by accommodation trains, including stops and detentions, -	-	25 do do
Average rate of speed actually attained by special trains, including stops and detentions, -	-	20 do do
Average rate of speed adopted for freight trains, including stops and detentions, -	-	14 do do
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, -	-	10,000,000
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, -	-	7,600,000

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, -	-	\$26,136 27
For repairs of wooden bridges, [including renewals,] -	-	8,955 50
For renewals of iron, including laying down, -	-	-
For wages of switchmen, average per month, \$30, -	-	-
For wages of gate-keepers, average per month, \$20 83, -	-	-
For wages of signal-men, average per month, \$20 83, -	-	-
For wages of watchmen, average per month, \$30, -	-	-
Number of men employed, exclusive of those engaged in construction, [December 31, 1849,] -	-	-
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) -	-	-
Total,		3,925 00
210		830 08

For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - -	\$2,029 20
Total for maintenance of way, - - -	41,876 05

MOTIVE POWER AND CARS.

For repairs of locomotives, - - -	13,742 50
For new locomotives, to cover depreciation, -	
For repairs of passenger cars, - - -	4,932 05
For new passenger cars, to cover depreciation, -	
For repairs of merchandise cars, - - -	3,320 13
For new merchandise cars, to cover depreciation, -	
For repairs of gravel and other cars, - - -	206 70
Total for maintenance of motive power and cars, -	22,201 38
Number of engines, - - -	19
Number of passenger cars, - - -	28
Number of baggage cars, - - -	10
Number of merchandise cars, - - -	82
Number of gravel cars, - - -	20

MISCELLANEOUS.

For fuel used by engines during the year, viz., Wood,	38,310 33
For oil used by cars and engines, - - -	4,270 01
For waste and other material for cleaning, - -	811 14
For salaries, wages and incidental expenses, charge- able to passenger department, - - -	23,429 60
For salaries, wages and incidental expenses, charge- able to freight department, - - -	17,113 81
For gratuities and damages, - - -	1,350 00
For taxes and insurance, - - -	2,908 07
For ferries, - - -	
For repairs of station buildings, aqueducts, fixtures, furniture, - - -	2,111 84
For interest, - - -	6,223 82
For amount paid other companies, in tolls for pas- sengers, and freight carried on their roads, specify- ing each company, - - -	
For amount paid other companies, as rent for use of their roads, specifying each company, - - -	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - -	9,299 43
Total miscellaneous, - - -	105,827 95
Total expenditures for working the road, - - -	169,905 38

INCOME DURING THE YEAR.

For passengers:—

1. On main road, including branches owned by company, - - -	183,294 57
2. To and from other roads, [Taunton Branch, - - - \$30,075 31 Stoughton Branch, - - - 7,581 20 Norfolk County, - - - 4,688 77	42,345 28

For freight:—

1. On main road and branches owned by company,	95,825 61
2. To and from other connecting roads, [Taunton Branch, - - - \$17,397 30 Stoughton Branch, - - - 4,006 71 Norfolk County, - - - 2,212 29	23,616 30

U. S. Mails, - - - - -	\$6,140 96	
Rents, [and dividends from Stoughton Br. Railroad,]	3,108 88	
Total income, - - - - -	354,331 60	
Net earnings, after deducting expenses, - - -	184,426 22	
DIVIDENDS.		
6 per cent. Total, - - - - -	189,600 00	
[Surplus per last report, - - - - -		\$74,380 57
Charged off, viz.,		
Difference in par value, and proceeds of sale of 2667 shares of capital stock, - - - - -	28,003 50	
Discount on par value of corporation bonds, for \$111,500 00, - - - - -	3,937 50	
Profit and loss, - - - - -	914 45	
Dividends, less net earnings, - - - - -	5,173 78	
		38,029 23
Surplus, January 1, 1850, - - - - -		36,351 34

ACCIDENTS DURING THE YEAR.

January 18th. Ann Lowless, a passenger, attempted to jump from the train while it was in motion, and fell under the wheels of the baggage car, in consequence of which, her arm was so badly injured as to make amputation necessary.

February 1st. Lucius Cummings, an engineman in the employ of the corporation, was killed by the explosion of a locomotive boiler. The corporation paid his widow a gratuity of \$300.

June 26th. John Farrell, attempting to cross the track in the Boston freight-house, was mortally hurt by a train of cars which was running in. He was not in the employ of the corporation, neither was he on the corporation's premises for the transaction of any business.

July 2d. An unknown man, walking on the railroad, while intoxicated, fell on the track, before a passing train, and was mortally hurt.

October 22d. Alfred Hodges, crossing the railroad at a farm-road, where there is a double track, and not observing that there were *two* trains, moving in opposite directions, was run over and mortally hurt by one of them.

December 12th. Henry McCone, walking on the railroad, in the night, when it was dark, was run over by a train, and badly hurt.

C. H. WARREN,
WM. APPLETON,
WILLIAM DWIGHT,
G. R. RUSSELL,
WM. AMORY.

SUFFOLK, ss. *January 29, 1850.* Then personally appeared the above named C. H. Warren, William Appleton, William Dwight, G. R. Russell, and Wm. Amory, and made oath that the foregoing return, by them subscribed, is true, according to their best knowledge and belief.

Before me,

WM. STURGIS, *Justice of the Peace.*

EIGHTEENTH ANNUAL REPORT

OF THE

BOSTON AND WORCESTER RAILROAD CORPORATION.

To the Honorable the Legislature of the Commonwealth of Massachusetts :

The Directors of the Boston and Worcester Railroad Corporation respectfully submit their Return and Report of their doings, during the past year, as required by law.

Return of the Boston and Worcester Railroad, under the Act of May 1, 1849, chap. 191. November 30th, 1849.

Capital stock, - - - - -	\$4,500,000 00
Increase of capital since last report, - - -	
Capital paid in per last report, - - -	\$4,245,175 00
Capital paid in since last report, - - -	254,825 00
Total amount of capital stock paid in, - - -	4,500,000 00
Funded debt, per last report, - - -	
Funded debt paid since last report, - - -	
Funded debt, increase of, since last report, - - -	
Total present amount of funded debt, - - -	
Floating debt, [at date of the last report, (the balance of debt only being reported, \$259,634 17,)] - - -	622,562 50
Floating debt paid since last report, - - -	
Floating debt, increase of, since last report, - - -	57,020 18
Total present amount of floating debt, - - -	679,582 68
Total present amount of funded and floating debt, - - -	
Average rate of interest per annum paid during the year, - - - - -	6 42-1000 per cent.
Maximum amount of debt for each month during the year, viz.: December, 1848, \$790,562 50; January, 1849, \$515,610 62; February, \$495,650 27; March, \$473,571 22; April, \$471,492 20; May, \$604,225 16; June, \$583,731 17; July, \$621,139 05; August, \$666,546 93; September, \$604,417 71; October, \$577,930 52; November, \$679,582 68.	
COST OF ROAD AND EQUIPMENT.	
[For graduation, masonry, bridging, and superstructure, as per report of last year, - - -	4,162,215 56
For the same, paid during the past year, - - -	210,898 08
Total amount paid for graduation, masonry, bridging, and superstructure, - - -	4,373,113 64
For locomotives, per last report, - - -	162,776 22

For locomotives, during the past year,	-	-	\$31,449 01
Total amount paid for locomotives,	-	-	194,225 23
For cars, per last report,	-	-	325,401 06
For cars during the past year,	-	-	15,592 47
Total amount paid for cars,	-	-	340,993 53
Total cost of road and equipment,	-	-	4,908,332 40

CHARACTERISTICS OF ROAD.

Length of road,	-	-	-	44 $\frac{1}{2}$ miles.
Length of single main track,	-	-	-	None.
Length of double main track,	-	-	-	44 $\frac{1}{2}$ miles.
Length of branches owned by the company, stating whether they have a single or double track,	-	-	-	23 9-10 miles; (22 $\frac{3}{4}$ of sin- [gle.]
Aggregate length of sidings and other tracks, excepting main track and branches,	-	-	-	11.651 miles.
Weight of rail per yard in main road,	-	-	-	63 and 66 lbs.
Weight of rail per yard in branch roads,	-	-	-	40 lbs.
Specify the different weights per yard,	-	-	-	40, 63, 66.
Maximum grade, with its length in main road,	-	-	-	30 feet for 10 $\frac{1}{4}$ miles, and 40 feet for 6 miles.
Maximum grade, with its length in branch roads,	-	-	-	30 feet for 2 $\frac{1}{4}$ miles, and 37 feet for 1 $\frac{1}{4}$ miles.
Total rise and fall in main road,	-	-	-	714 feet.
Total rise and fall in branch roads,	-	-	-	316 feet.
Shortest radius of curvature, with length of curve in main road,	-	-	-	600 for 900 feet.
Shortest radius of curvature, with length of curve in branch roads,	-	-	-	541 for 1050 feet.
Total degrees of curvature in main road,	-	-	-	1975
Total degrees of curvature in branch roads,	-	-	-	1228
Total length of straight line in main road,	-	-	-	25 5-6 miles.
Total length of straight line in branches,	-	-	-	15 87-100 miles.
Aggregate length of wooden truss bridges,	-	-	-	350 feet.
Aggregate length of all other wooden bridges,	-	-	-	1490 in branches, and 3306
Aggregate length of iron bridges,	-	-	-	None. [in main road.
Whole length of road unfenced on both sides,	-	-	-	15 61-100 miles.
Number of public ways crossed at grade,	-	-	-	24 in branches, and 38 in
Number of railroads crossed at grade,	-	-	-	Two. [main road.
Remarks,	-	-	-	
Way stations for express trains,	-	-	-	1
Way stations for accommodation trains,	-	-	-	16
Flag stations,	-	-	-	8
Whole number of way stations,	-	-	-	24
Whole number of flag stations,	-	-	-	8

DOINGS DURING THE YEAR.

Miles run by passenger trains,	-	-	-	269,609
Miles run by freight trains,	-	-	-	145,924
Miles run by other trains,	-	-	-	45,445
Total miles run,	-	-	-	460,988
Number of passengers carried in the cars,	-	-	-	959,557
Number of passengers carried one mile,	-	-	-	17,144,367
Number of tons of merchandise carried in the cars,	-	-	-	248,768
Number of tons of merchandise carried one mile,	-	-	-	9,461,055
Number of passengers carried one mile, to and from other roads,	-	-	-	5,680,115
Number of tons carried one mile, to and from other roads,	-	-	-	6,944,215
Rate of speed adopted for express passenger trains including stops,	-	-	-	29 miles per hour.

Average rate of speed actually attained by express passenger trains, including stops and detentions, -	29 miles per hour.
Rate of speed adopted for accommodation trains, -	} 24 do do
Rate of speed actually attained by accommodation trains, including stops and detentions, -	
Average rate of speed actually attained by special trains, including stops and detentions, -	22 do do
Average rate of speed adopted for freight trains, including stops and detentions, -	11 do do
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, -	14,432,854
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, -	18,567,173

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, -	\$49,876 87	
For repairs of wooden bridges, -	8,577 42	
For renewals of iron, including laying down, -	19,529 91	
For wages of switchmen, average per month, \$33 16,	} Total. 8,721 47	
For wages of gate-keepers, average per month, None.		
For wages of signal-men, average per month, \$27 30,		
For wages of watchmen, average per month, \$31 42,		
Number of men employed, exclusive of those engaged in construction, -	523	
For removing ice and snow, -	117 56	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, -	In road repairs.	
Total for maintenance of way, -	\$86,883 23	

MOTIVE POWER AND CARS.

For repairs of locomotives, -	37,523 07	
For new locomotives, to cover depreciation, -		
For repairs of passenger cars, -	11,178 24	
For new passenger cars, to cover depreciation, -		
For repairs of merchandise cars, -	21,062 76	
For new merchandise cars, to cover depreciation, -		
For repairs of gravel and other cars, -	2,534 03	
Total for maintenance of motive power and cars, -		72,298 10
Number of engines, -	29	
Number of passenger cars, -	100	
Number of baggage cars, -	16	
Number of merchandise cars, -	656	
Number of gravel cars, -	110	

MISCELLANEOUS.

For fuel used by engines during the year, -	86,318 69	
[Including wood and coal used at way stations.]		
For oil used by cars and engines, -	10,768 00	
For waste and other material for cleaning, -	518 95	
For salaries, wages and incidental expenses, chargeable to passenger department, -	47,038 05	
For salaries, wages and incidental expenses, chargeable to freight department, -	64,020 84	
For gratuities and damages, -	4,085 93	
For taxes and insurance, -	8,221 92	
For ferries, -		
For repairs of station buildings, aqueducts, fixtures, furniture, -	2,911 52	
For interest, -	23,891 90	

For amount paid other companies, in tolls for passengers, and freight carried on their roads; specifying each company, - - - -		
For amount paid other companies as rent for use of their roads, specifying each company, - -		
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - - -	\$22,486 22	
Total miscellaneous, - - - -		\$270,262 02
Total expenditures for working the road, - -		429,443 35
INCOME DURING THE YEAR.		
<i>For passengers :—</i>		
1. On main road, including branches owned by company, - - - -	221,828 27	
2. To and from other roads, specifying what, -	108,778 08	
<i>For freight :—</i>		
1. On main road and branches owned by company, -	130,512 73	
2. To and from other connecting roads, - -	200,825 28	
U. S. mails, - - - -	8,984 67	
Rents, - - - -	11,182 12	
	[Gravel train, 21,250 00	
Total income, - - - -		703,361 15
Net earnings, after deducting expenses, - -		273,917 80
DIVIDENDS.		
6 per cent. Total, - - - -	270,000 00	
Surplus not divided, - - - -	3,917 80	
Surplus last year, - - - -	4,490 88	
Total surplus, - - - -	8,408 68	
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ. :		
Road and bridges, - - - -	- - - -	} None.
Buildings, - - - -	- - - -	
Engines and cars, - - - -	- - - -	

During the whole year there have been run daily, *five* regular passenger trains from Boston to Worcester and back ; no trip has been lost. *Two* trains to Milford and back. *Two* trains to Saxonville and back. *Five* to Newton Lower Falls and back. And from *seven* to *nine* to Brookline and back.

Of the whole number of (959,557) passengers transported in these trains, only TWO WERE HURT, and they by THEIR OWN CARELESSNESS, riding with their arms out of the window, in violation of published rules.

There have been a number of accidents during the year, viz. :—

December 28. *Dr. J. H. York*, of South Boston, in driving his chaise over the Kneeland street crossing, came in contact with a train backing out of the depot, was thrown from the chaise and slightly injured.

April 7. *L. V. Brittan*, a brakeman on freight train, while passing under a bridge in Newton, was thrown down and lost one hand.

April 28. *Patty Stone*, an old lady, (apparently insane) threw herself against a passing train, and was slightly injured.

May 2. *Anna Keerner*, an Irish girl of 19, was found dead upon the track in Boston, supposed to have been knocked down and killed by the Brookline train.

May 8. *Timothy Crotty*, a freight brakeman, fell from the train in Grafton, and was instantly killed.

May 12. *James Brady*, a freight brakeman, was knocked down by a passing train, in Needham, and lost both hands.

May 31. *William Lass*, while walking on the track in Westboro', was knocked down by the New York express train, and fatally injured.

June 16. *An Irishman*, name unknown, was found dead upon the track in Newton, supposed to have been run over while asleep.

June 19. *James McCoy*, engineer of the Brookline train, came in collision with the New York express train, was thrown, or jumped from the engine, and was fatally injured.

Thomas Andrews, the fireman, was seriously injured, and

H. W. Fletcher, brakeman on the express train, slightly so.

July 27. *Joseph Shed*, of Newton, while crossing the track in Boston, (against an effort of the flagman to stop him) was knocked down and fatally injured.

August 1. *George W. Shaw*, of Needham, and *Wallace Howe*, of Southboro', each had an arm broken, by putting them out of the window, (while passing a car standing on the side track.)

August 11. *Joseph Lewis*, (apparently insane,) while standing on the track under Tremont street bridge, was knocked down by the Brookline train, and fatally injured.

August 13. *Polly Nash*, an insane woman, while sitting on the track in the evening, was run over and instantly killed.

September 28. *Joseph Heustis*, brakeman, while passing under a bridge in Needham, was knocked down and slightly injured.

August 10. *Wm. Wallace*, freight brakeman, was slightly injured, while passing under a bridge in Needham.

August 12. *Joseph Meinning*, freight brakeman, passing under Tremont street bridge, was knocked down and instantly killed.

The return, in several particulars, varies from the form prescribed by law, for the reasons stated in the return of last year; but is made as nearly conformable as can be, from the manner in which the books of the corporation were kept at the commencement of their work, and prior to the enactment of the law providing for the return of

their expenditures, under the distinct heads, in those particulars in which such variance obtains.

THOS. HOPKINSON,
DANIEL DENNY,
DAVID HENSHAW,
BENJ. F. WHITE,
GEO. B. BLAKE,
TIMOTHY C. LEEDS,
WILLIAM PARKER,
ISAAC EMERY.

SUFFOLK, ss. *January 29, 1850.* Then personally appeared the above named Thomas Hopkinson, Daniel Denny, David Henshaw, Benjamin F. White, George B. Blake, Timothy C. Leeds, William Parker, and Isaac Emery, and severally acknowledged the foregoing report to be true, according to their best knowledge and belief. Before me,

GEORGE BEMIS, *Justice of the Peace.*

FOURTH ANNUAL REPORT

OF THE

CAPE COD BRANCH RAILROAD COMPANY.

To the Honorable the Legislature of the Commonwealth of Massachusetts :

The Directors of the Cape Cod Branch Railroad Company respectfully submit a report of their doings for the year ending December 31, 1849, as are required by law.

Return of the Cape Cod Branch Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock, - - - - -	\$500,000 00	
Increase of capital since last report, - - -	None.	
Capital paid in per last report, - - -	343,010 00	
Capital paid in since last report, - - -	34,740 00	
Total amount of capital stock paid in, - - -		\$377,750 00
Funded debt, per last report, - - -	128,600 00	
Funded debt paid since last report, - - -		
Funded debt, increase of, since last report, - - -	43,200 00	
Total present amount of funded debt, - - -		171,800 00
Floating debt, per last report, - - -	88,795 68	
Floating debt paid since last report, - - -	23,666 53	
Floating debt, increase of, since last report, - - -		
Total present amount of floating debt, - - -	85,738 38	
[Less cash on hand, bills receivable, and freight bills due, - - - - -	20,609 23	= 65,129 15
Total present amount of funded and floating debt, - - -		236,929 15
Average rate of interest per annum paid during the year, - - - - -	7.1 per cent.	
Maximum amount of debt for each month during the year, viz. : January, \$263,751 01; February, \$260,843 61; March, \$259,148 89; April, \$264,611 30; May, \$267,007 06; June, \$266,081 48; July, \$259,041 73; August, \$256,449 26; September, \$243,552 68; October, \$245,324 08; November, \$247,439 57; December, \$257,538 38.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report, - - -	88,776 91	
For graduation and masonry paid during the past year, - - - - -	14,392 60	
Total amount expended for graduation and masonry, - - -		103,169 51
For wooden bridges, per last report, - - -	27,764 81	
For wooden bridges paid during the past year, - - -	476 41	
Total amount expended for wooden bridges, - - -		28,241 22
Total amount expended for iron bridges, (if any,) - - -	Nothing.	

For superstructure, including iron, per last report, -	\$258,557 08	
For superstructure, including iron, paid during the past year, -	3,982 99	
Total amount expended for superstructure, including iron, -		\$262,540 07
For stations, buildings and fixtures, per last report, -	32,598 13	
For stations, buildings and fixtures, paid during the past year, -	1,902 91	
Total amount expended for stations, buildings and fixtures, -		34,501 04
For land, land-damages and fences, per last report, -	47,011 82	
For land, land-damages and fences, paid during the past year, -	7,341 46	
Total amount expended for land, land-damages and fences, -		54,353 28
For locomotives, per last report, -	26,908 00	
For locomotives, paid during the past year, [fixtures,] -	222 83	
Total amount expended for locomotives, -		27,130 83
For passenger and baggage cars, per last report, -	14,646 14	
For passenger and baggage cars, paid during the past year, -	730 00	
Total am't expended for passenger and baggage cars, -		15,376 14
For merchandise cars, per last report, -	21,590 00	
For merchandise cars, paid during the past year, -	6,443 55	
Total amount expended for merchandise cars, -		28,033 55
For engineering, per last report, [and other expenses,] -	20,575 78	
For engineering paid during the past year, [and other expenses,] -	42,838 52	
Total amount expended for engineering, [and other expenses,] -		63,414 30
For agencies and other expenses, per last report, -		
For agencies and other expenses, paid during the past year, [included above,] -		
Total amount expended for agencies and other expenses, [included above,] -		
Total cost of road and equipment, -		616,759 94

CHARACTERISTICS OF ROAD.

Length of road, -	27.8 miles.
Length of single main track, -	Same.
Length of double main track, -	None.
Length of branches owned by the Company, stating whether they have a single or double track, -	1.045 miles ; single track.
Aggregate length of sidings and other tracks, excepting main track and branches, -	1.741 miles.
Weight of rail per yard in main road, -	56 lbs.
Weight of rail per yard in branch roads, -	56 lbs.
Specify the different weights per yard, -	56 lbs. [in all.
Maximum grade, with its length in main road, -	40 ft. to a mile ; 6.530 miles
Maximum grade, with its length in branch roads, -	40 ft. to a mile ; very little.
Total rise and fall in main road, -	481.19 feet.
Total rise and fall in branch roads, -	22 feet.
Shortest radius of curvature, with length of curve in main road, -	1953.32 ft. ; length, 2159.35
Shortest radius of curvature, with length of curve in branch roads, -	[feet. 300 feet.
Total degrees of curvature in main road, -	681° 00' 44".
Total degrees of curvature in branch roads, -	233° 00' 00".
Total length of straight line in main road, -	18.003 miles.
Total length of straight line in branches, -	0.213 of a mile.

Aggregate length of wooden truss bridges, -	-	434 feet.
Aggregate length of all other wooden bridges, -	-	144 feet.
Aggregate length of iron bridges, -	-	None.
Whole length of road unfenced on both sides, -	-	None.
Number of public ways crossed at grade, -	-	32
Number of railroads crossed at grade, -	-	None.
Remarks, -	-	-
Way stations for express trains, -	-	-
Way stations for accommodation trains, -	-	8
Flag stations, -	-	4
Whole number of way stations, -	-	8
Whole number of flag stations, -	-	4

DOINGS DURING THE YEAR.

Miles run by passenger trains, -	-	34,805	
Miles run by freight trains, -	-	17,403	
Miles run by other trains, -	-	1,360	
Total miles run, -	-		53,568
Number of passengers carried in the cars, -	-	66,825	
Number of passengers carried one mile, -	-	1,071,736	
Number of tons of merchandise carried in the cars, -	-	21,247	
Number of tons of merchandise carried one mile, -	-	215,699	
Number of passengers carried one mile, to and from other roads, -	-	852,609	
Number of tons carried one mile, to and from other roads, -	-	137,041	
Rate of speed adopted for express passenger trains, including stops, -	-	None.	
Average rate of speed actually attained by express passenger trains, including stops and detentions, -	-		
Rate of speed adopted for accommodation trains, -	-	21.5 miles per hour.	
Rate of speed actually attained by accommodation trains, including stops and detentions, -	-		
Average rate of speed actually attained by special trains, including stops and detentions, -	-	21.5 do do	
Average rate of speed adopted for freight trains, including stops and detentions, -	-	14 do do	
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, -	-	671,907	
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, -	-	225,000	

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, -	-	\$6,227 96	
For repairs of wooden bridges, -	-	56 20	
For renewals of iron, including laying down, -	-	None.	
For wages of switchmen, average per month, \$52 00, [or 2 men at \$26 each,] -	-		
For wages of gate-keepers, average per month, None, -	-		
For wages of signal-men, average per month, None, -	-		
For wages of watchmen, average per month, \$25 83, -	-		
Number of men employed, exclusive of those engaged in construction, [including station agents,] -	-	48	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) -	-	100	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, -	-	Nothing.	
Total for maintenance of way, -	-		\$7,318 12

MOTIVE POWER AND CARS.			
For repairs of locomotives, - - -		\$2,795 34	
For new locomotives, to cover depreciation, -		Nothing.	
For repairs of passenger cars, - - -		1,178 22	
For new passenger cars, to cover depreciation, -		Nothing.	
For repairs of merchandise cars, [and gravel cars,] -		860 22	
For new merchandise cars, to cover depreciation, -			
For repairs of gravel and other cars, [included above,] -			
Total for maintenance of motive power and cars, -			\$4,833 78
Number of engines, - - - -	4		
Number of passenger cars, - - - -	6		
Number of baggage cars, - - - -	3		
Number of merchandise cars, - - - -	36		
Number of gravel cars, - - - -	40		
MISCELLANEOUS.			
For fuel used by engines during the year, viz.: -			
Wood, - - - - -		5,973 00	
Coal, - - - - -			
For oil used by cars and engines, - - - -		876 00	
For waste and other material for cleaning, - -			
For salaries, wages and incidental expenses, charge- able to passenger department, - - - -		4,320 84	
For salaries, wages and incidental expenses, charge- able to freight department, - - - -		3,766 32	
For gratuities and damages, - - - -		270 19.	
For taxes and insurance, - - - -		6 58	
For ferries, - - - - -		Nothing.	
For repairs of station buildings, aqueducts, fixtures, furniture, - - - - -		228 33	
For interest, - - - - -		No interest paid on account of expenditures for work- ing the road.	
For amount paid other companies, in tolls for pas- sengers, and freight carried on their roads, specify- ing each company, - - - -		Nothing.	
For amount paid other companies as rent for use of their roads, specifying each company, - - -		Nothing.	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - - -		3,552 82	
Total miscellaneous, - - - -			18,994 08
Total expenditures for working the road, - -			31,145 98
INCOME DURING THE YEAR.			
<i>For passengers:—</i>			
1. On main road, including branches owned by company, - - - -		35,430 47	
2. To and from other roads, specifying what, -		Nothing.	
<i>For freight:—</i>			
1. On main road and branches owned by company, -		14,972 74	
2. To and from other connecting roads, - - -		Nothing.	
U. S. mails, [since July,] - - - -		700 00	
Rents, - - - - -		179 00	
Total income, - - - -		51,282 21	
Net earnings, after deducting expenses, - - -			20,136 23

DIVIDENDS.					None declared during the year. All earnings of the road have been applied to the payment of the floating debt, by vote of the stockholders, at the annual meeting in June, 1849.
Per cent.	Total,	-	-	-	
Surplus not divided,	-	-	-	-	
Surplus last year,	-	-	-	-	
Total surplus,	-	-	-	-	
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:					
Road and bridges,	-	-	-	-	
Buildings,	-	-	-	-	
Engines and cars,	-	-	-	-	

In the total cost of road and equipment, are included interest paid on assessments, all interest over six per cent., and all discounts on bonds sold.

The items of maximum amount of debt for each month, include all sums due in each month, without reference to cash on hand and other assets.

No accident has, during the year, occurred to any passenger or person employed on the road.

J. H. W. PAGE,
RICHARD BORDEN,
BENJ. BURGESS,
M. S. LINCOLN,
AMOS OTIS.

SUFFOLK, SS. *January 26, 1850.* Then said J. H. W. Page, Richard Borden, Benjamin Burgess, M. S. Lincoln, and Amos Otis, personally appeared and made oath that the foregoing report by them subscribed, is true, according to their best knowledge and belief. Before me,

ROBERT B. WILLIAMS, *Justice of the Peace.*

FIRST ANNUAL REPORT

OF THE

CHARLES RIVER BRANCH RAILROAD COMPANY.

To the Honorable, the Legislature of the Commonwealth of Massachusetts :

In compliance with the requisitions of law, the Directors of the Charles River Branch Railroad Company, respectfully submit this their first Annual Report of their doings, &c., up to February 6, 1850.

The said company, with its corporators and members, on the ninth day of June, A. D. 1849, pursuant to lawful notice, met, accepted the act to incorporate said company, (which was passed on the first day of May, A. D. 1849,) and was duly organized.

Since that time surveys for the purpose of locating the road have been prosecuted, and are supposed to be nearly complete.

Bonds to secure to the company, for the uses of the road, land free of charge to the company, have been procured from owners thereof, to an extent, it is believed, sufficient for three quarters of the road's extent.

It is intended to proceed with the construction of the road as soon as the peculiarly forbidding state of the business market will warrant, and an amount of stock adequate to complete the work shall be secured.

Further returns indicated by law cannot at this time be filled, owing to the incipient state of the operations for the project.

OTIS PETTEE,
MARSHALL S. RICE,
EDGAR K. WHITAKER,
ELIJAH PERRY,
W. M. STEDMAN,

Boston, Feb. 6, 1850.

Directors.

SUFFOLK, ss. *Boston, February 6, A. D. 1850.* Then personally appeared the above named Otis Pettee, Marshall S. Rice, Edgar K. Whitaker, Elijah Perry, and William M. Stedman, and made oath respectively, that the foregoing return, by them subscribed, is true, according to their best knowledge and belief. Before me,

S. F. PLIMPTON, *Justice of the Peace.*

FOURTH ANNUAL REPORT
OF THE
CHESHIRE RAILROAD COMPANY.

Return of the Cheshire Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock, - - - - -	\$1,700,000 00	
Increase of capital since last report, - - -	None.	
Capital paid in per last report, - - -	1,401,739 50	
Capital paid in since last report, - - -	106,680 00	
Total amount of capital stock paid in, - - -		\$1,508,419 50
Funded debt, per last report, - - -	433,650 00	.....
Funded debt paid since last report, - - -		
Funded debt, increase of, since last report, - - -	172,750 00	
Total present amount of funded debt, - - -		606,400 00
Floating debt, per last report, - - -	264,477 97	
Floating debt paid since last report, - - -		
Floating debt, increase of, since last report, - - -	178,754 82	
Total present amount of floating debt, - - -		443,232 79
Total present amount of funded and floating debt, - - -		1,049,632 79
Average rate of interest per annum paid during the year, - - - - -	7 474-1000.	
Maximum amount of debt for each month during the year, viz.: January, \$707,012 68; February, \$732,333 15; March, \$743,314 35; April, \$765,531 01; May, \$785,255 56; June, \$807,884 79; July, \$857,809 11; August, \$905,055 16; September, \$994,114 46; October, \$1,024,418 96; November, \$1,063,299 28; December, \$1,049,632 79.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report, - - -	1,200,555 38	
For graduation and masonry paid during the past year, - - - - -	246,567 39	
Total amount expended for graduation and masonry, - - -		1,447,122 77
For wooden bridges, per last report, - - -	12,134 26	
For wooden bridges paid during the past year, - - -	29,244 12	
Total amount expended for wooden bridges, - - -		41,378 38
Total amount expended for iron bridges, (if any,) - - -	None.	
For superstructure, including iron, per last report, - - -	305,957 53	
For superstructure, including iron, paid during the past year, - - - - -	154,994 08	
Total amount expended for superstructure, including iron, - - - - -		460,951 61
For stations, buildings and fixtures, per last report, - - -	40,216 90	
For stations, buildings and fixtures, paid during the past year, - - - - -	12,377 68	
Total amount expended for stations, buildings and fixtures, - - - - -		52,594 58

For land, land-damages and fences, per last report, -	\$84,522 47	
For land, land-damages and fences, paid during the past year, - - - - -	20,072 19	
Total amount expended for land, land-damages and fences, - - - - -		\$104,594 66
For locomotives, per last report, - - - - -	43,709 31	
For locomotives, paid during the past year, - - - - -	24,000 00	
Total amount expended for locomotives, - - - - -		67,709 31
For passenger and baggage cars, per last report, - - - - -	10,600 00	
For passenger and baggage cars, paid during the past year, - - - - -	4,000 00	
Total amount expended for passenger and baggage cars, - - - - -		14,600 00
For merchandise cars, per last report, - - - - -	37,265 00	
For merchandise cars, paid during the past year, - - - - -	11,430 00	
Total amount expended for merchandise cars, - - - - -		48,695 00
For engineering, per last report, - - - - -	33,574 43	
For engineering paid during the past year, - - - - -	12,563 07	
Total amount expended for engineering, - - - - -		46,137 50
For agencies and other expenses, per last report, - - - - -	136,921 53	
For agencies and other expenses, paid during the past year, - - - - -	197,344 42	
Total amount expended for agencies and other expenses, - - - - -		334,285 95
Total cost of road and equipment, - - - - -		2,618,069 76

CHARACTERISTICS OF ROAD.

Length of road, - - - - -	53 646-1000
Length of single main track, - - - - -	53 646-1000
Length of double main track, - - - - -	None.
Length of branches owned by the company, stating whether they have a single or double track, - - - - -	None.
Aggregate length of sidings and other tracks, excepting main track and branches, - - - - -	3½ miles.
Weight of rail per yard in main road, - - - - -	60 pounds.
Weight of rail per yard in branch roads, - - - - -	Nothing.
Specify the different weights per yard, - - - - -	60 pounds.
Maximum grade, with its length in main road, - - - - -	59 664-1000 ft.; 14 9-10
Maximum grade, with its length in branch roads, - - - - -	None. [miles.
Total rise and fall in main road, - - - - -	2377 feet.
Total rise and fall in branch roads, - - - - -	Nothing.
Shortest radius of curvature, with length of curve in main road, - - - - -	955 feet ; 711 feet long.
Shortest radius of curvature, with length of curve in branch roads, - - - - -	Nothing.
Total degrees of curvature in main road, - - - - -	3152° 18'
Total degrees of curvature in branch roads, - - - - -	Nothing.
Total length of straight line in main road, - - - - -	31 28-100 miles.
Total length of straight line in branches, - - - - -	None.
Aggregate length of wooden truss bridges, - - - - -	1514 feet.
Aggregate length of all other wooden bridges, - - - - -	425 feet.
Aggregate length of iron bridges, - - - - -	None.
Whole length of road unfenced on both sides, - - - - -	Nearly all fenced.
Number of public ways crossed at grade, - - - - -	Thirty-nine.
Number of railroads crossed at grade, - - - - -	None.
Remarks, - - - - -	do
Way stations for express trains, - - - - -	do
Way stations for accommodation trains, - - - - -	Six.
Flag stations, - - - - -	Four.

Whole number of way stations, - - -	Six.
Whole number of flag stations, - - -	Four.

DOINGS DURING THE YEAR.

Miles run by passenger trains, - - -	68,200
Miles run by freight trains, - - -	65,554
Miles run by other trains, - - -	29,480
Total miles run, - - -	163,234
Number of passengers carried in the cars, - - -	94,988
Number of passengers carried one mile, - - -	2,847,773
Number of tons of merchandise carried in the cars, - - -	50,999
Number of tons of merchandise carried one mile, - - -	2,021,375
Number of passengers carried one mile, to and from other roads, - - -	2,344,300
Number of tons carried one mile, to and from other roads, - - -	1,955,370
Rate of speed adopted for express passenger trains, including stops, - - -	No express train.
Average rate of speed actually attained by express passenger trains, including stops and detentions, - - -	do do
Rate of speed adopted for accommodation trains, - - -	25 miles per hour.
Rate of speed actually attained by accommodation trains, including stops and detentions, - - -	22 do do
Average rate of speed actually attained by special trains, including stops and detentions, - - -	No special trains.
Average rate of speed adopted for freight trains, including stops and detentions, - - -	11 miles per hour.
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, - - -	2,849,912 tons.
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, - - -	5,036,578 "

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, - - -	\$9,280 86	
For repairs of wooden bridges, - - -	24 95	
For renewals of iron, including laying down, - - -	104 80	
For wages of switchmen, average per month, \$26, - - -	935 58	
For wages of gate-keepers, average per month, - - -	Nothing.	
For wages of signal-men, average per month, - - -	Nothing.	
For wages of watchmen, average per month, \$26, - - -	410 00	
Number of men employed, exclusive of those engaged in construction, - - -	104	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) - - -	628 61	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - - -	104 73	
Total for maintenance of way, - - -		11,489 53

MOTIVE POWER AND CARS.

For repairs of locomotives, - - -	4,457 54	
For new locomotives to cover depreciation, - - -	Nothing.	
For repairs of passenger cars, - - -	1,703 20	
For new passenger cars, to cover depreciation, - - -	Nothing.	
For repairs of merchandise cars, - - -	1,985 82	
For new merchandise cars, to cover depreciation, - - -	Nothing.	
For repairs of gravel and other cars, - - -	352 67	
Total for maintenance of motive power and cars, - - -		8,499 23
Number of engines, - - -	Nine.	
Number of passenger cars, - - -	Six.	

Number of baggage cars, - - - -	Three.
Number of merchandise cars, - - -	Seventy, eight-wheel.
Number of gravel cars, - - - -	Twenty.
MISCELLANEOUS.	
For fuel used by engines during the year, viz., -	
Wood, - - - -	\$8,215 55
Coal, - - - -	None.
For oil used by cars and engines, - - -	2,423 87
For waste and other material for cleaning, - -	207 44
For salaries, wages and incidental expenses, charge- able to passenger department, - - -	6,124 32
For salaries, wages and incidental expenses, charge- able to freight department, - - -	8,107 03
For gratuities and damages, - - - -	2,028 77
For taxes and insurance, - - - -	8,684 66
For ferries, - - - -	Nothing.
For repairs of station buildings, aqueducts, fixtures, furniture, - - - -	21 23
For interest, - - - -	59,382 83
For amount paid other companies, in tolls for pas- sengers, and freight carried on their roads, specify- ing each company, - - - -	Nothing.
For amount paid other companies as rent for use of their roads, specifying each company, - -	Nothing.
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - - -	5,227 90
Total miscellaneous, - - - -	\$100,423 60
Total expenditures for working the road, [including interest, &c., as above,] - - - -	120,412 36
INCOME DURING THE YEAR.	
<i>For passengers:—</i>	
1. On main road, including branches owned by company, - - - -	13,213 39
2. To and from other roads, specifying what, [Fitch- burg, Vermont and Massachusetts, Rutland and Burlington, Sullivan, Vermont Central, and Passumpsic,] - - - -	59,649 83
	72,863 22
<i>For freight:—</i>	
1. On main road and branches owned by company,	4,800 00
2. To and from other connecting roads, [as above,]	87,440 61
	92,240 61
U. S. mails, - - - -	3,777 77
Rents, [\$929 82; Express, \$2,250 00; Miscellane- ous, \$45 22,] - - - -	3,225 04
Total income, - - - -	172,106 64
Net earnings, after deducting expenses, - - -	51,694 28
DIVIDENDS.	
2½ per cent. Total, [on 16,185 shares payable in stock,] - - - -	40,462 50
Surplus not divided, - - - -	11,231 78
Surplus last year, - - - -	14,858 54
Total surplus, - - - -	26,090 32

ESTIMATED DEPRECIATION BEYOND THE RENEW-
ALS, VIZ.:

Road and bridges,	-	-	-	-	-
Buildings,	-	-	-	-	-
Engines and cars,	-	-	-	-	-

The increase of "funded debt" has been occasioned by the issue of bonds to stockholders, in payment of interest which had accrued to them on assessments paid in, agreeably to the terms of the original subscriptions.

And the increase of "floating debt" by payment since the last report, on final settlements with contractors, for final balance due for rails, and for other expenditures, in fully completing, finishing up, and furnishing the road.

Under the head of payments for "agencies and other expenses," is included all the interest paid to stockholders and others, from the commencement of the road to May 1, 1849.

No person has been killed on the road during the year.

The only severe injuries which have happened are as follows:—

September 29. John A. Draper, carpenter, while descending from the top of a merchandise car, was struck on the knee by another car, and his hip joint displaced. He has not yet fully recovered the use of his leg.

November 13. Ansel Martin, a brakeman on the merchandise train, while standing on the top of a car, was struck on the head, by a bridge, and considerably injured; it is understood that he has nearly recovered.

September. Charles S. Clapp, a fireman, in jumping from the engine, when it was thrown from the track by a rock, that had slid in from a cut, was disabled from work several weeks, and was obliged to have one finger taken off.

THOMAS M. EDWARDS,
SALMA HALE,
THOMAS THACHER,
BENJ. F. ADAMS,
HIRAM HOSMER,
GEORGE HUNTINGTON,
E. MURDOCK, Jr.

SUFFOLK, ss. *January 31, 1850.* Personally appeared the within named, Thomas M. Edwards, Salma Hale, Thomas Thacher, Hiram Hosmer, B. F. Adams, George Huntington, and Ephraim Murdock, Jr., and made oath that the above return, by them subscribed, was correct and true, according to the best of their knowledge and belief. Before me,

ROBERT B. WILLIAMS, *Justice of the Peace.*

FIFTH ANNUAL REPORT

OF THE

CONNECTICUT RIVER RAILROAD COMPANY.

Return of the Connecticut River Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock, - - -	\$1,500,000 00	
Increase of capital since last report, - - -	None.	
Capital paid in per last report, - - -	1,234,970 00	
Capital paid in since last report, - - -	48,240 00	
Total amount of capital stock paid in, - - -		\$1,283,210 00
Funded debt, per last report, - - -	156,000 00	
Funded debt paid since last report, - - -		
Funded debt, increase of, since last report, - - -	55,000 00	
Total present amount of funded debt, - - -		211,000 00
Floating debt, per last report, - - -	271,337 59	
Floating debt paid since last report, - - -		
Floating debt, increase of, since last report, - - -	16,643 74	
Total present amount of floating debt, - - -		288,981 33
Total present amount of funded and floating debt, - - -		499,981 33
Average rate of interest per annum paid during the year, - - -	6½ per cent.	
Maximum amount of debt for each month during the year, viz. : January, \$450,000; February, \$500,000; March, \$507,000; April, \$571,000; May, \$490,000; June, \$514,000; July, \$508,000; August, \$550,000; September, \$543,000; October, \$545,000; November, \$516,000; December, \$510,000.		

COST OF ROAD AND EQUIPMENT.

For graduation and masonry, per last report, -	439,755 56	
For graduation and masonry paid during the past year, - - -	64,924 25	
Total amount expended for graduation and masonry, -		504,679 81
For wooden bridges, per last report, - - -	40,818 87	
For wooden bridges paid during the past year, -	116 22	
Total amount expended for wooden bridges, - - -		40,935 09
Total amount expended for iron bridges, (if any,) -	None.	
For superstructure, including iron, per last report, -	529,937 93	
For superstructure, including iron, paid during the past year, - - -	15,165 81	
Total amount expended for superstructure, including iron, - - -		545,103 74
For stations, buildings and fixtures, per last report, -	95,522 72	
For stations, buildings and fixtures, paid during the past year, - - -	13,761 19	
Total amount expended for stations, buildings and fixtures, - - -		109,283 91
For land, land-damages and fences, per last report, -	215,265 68	

For land, land-damages and fences, paid during the past year, - - - - -	\$15,380 63	
Total amount expended for land, land-damages and fences, - - - - -		\$230,646 31
For locomotives, per last report, - - - - -	65,669 30	
For locomotives, paid during the past year, - - - - -	16,173 57	
Total amount expended for locomotives, - - - - -		81,842 87
For passenger and baggage cars, per last report, - - - - -	20,990 34	
For passenger and baggage cars, paid during the past year, - - - - -	2,140 00	
Total amount expended for passenger and baggage cars, - - - - -		23,130 34
For merchandise cars, per last report, - - - - -	55,652 86	
For merchandise cars, paid during the past year, - - - - -	13,715 42	
Total amount expended for merchandise cars, - - - - -		69,368 28
For engineering, [and other expenses,] per last report, - - - - -	124,571 39½	
For engineering paid during the past year, - - - - -	2,014 35	
Total amount expended for engineering, [and other expenses,] - - - - -		126,585 74½
For agencies and other expenses, per last report, - - - - -		
For agencies and other expenses, paid during the past year, - - - - -	35,102 69	
Total amount expended for agencies and other expenses, - - - - -		35,102 69½
Total cost of road and equipment, - - - - -		1,766,678 78½

CHARACTERISTICS OF ROAD.

Length of road, - - - - -	50 miles.
Length of single main track, - - - - -	50 miles.
Length of double main track, - - - - -	None, except for turnouts.
Length of branches owned by the company, stating whether they have a single or double track, - - - - -	2 35-100 miles ; single [track.
Aggregate length of sidings and other tracks, excepting main track and branches, - - - - -	
Weight of rail per yard in main road, - - - - -	36 miles, 56 lbs. ; balance,
Weight of rail per yard in branch roads, - - - - -	56 lbs. [61 lbs.
Specify the different weights per yard, - - - - -	56 lbs. and 61 lbs.
Maximum grade, with its length in main road, - - - - -	32 ft. per mile for 6½ miles.
Maximum grade, with its length in branch roads, - - - - -	18 ft. per mile for 1 1-6 do.
Total rise and fall in main road, - - - - -	680 feet.
Total rise and fall in branch roads, - - - - -	28 feet.
Shortest radius of curvature, with length of curve in main road, - - - - -	882 ft. radius ; 889 ft. long.
Shortest radius of curvature, with length of curve in branch roads, - - - - -	714 ft. radius ; 1300 ft. do.
Total degrees of curvature in main road, - - - - -	1854 degrees.
Total degrees of curvature in branch roads, - - - - -	449 do.
Total length of straight line in main road, - - - - -	35½ miles.
Total length of straight line in branches, - - - - -	1 mile.
Aggregate length of wooden truss bridges, - - - - -	2674 feet.
Aggregate length of all other wooden bridges, - - - - -	250 feet pile bridge.
Aggregate length of iron bridges, - - - - -	None.
Whole length of road unfenced on both sides, - - - - -	About two miles.
Number of public ways crossed at grade, - - - - -	54.
Number of railroads crossed at grade, - - - - -	Our line, as located, crosses
Remarks, - - - - -	the Vt. & Mass. Railroad ; but the crossing is not yet made.
Way stations for express trains, - - - - -	No express trains are run.

Way stations for accommodation trains, - - -	Eleven.
Flag stations, - - -	One.
Whole number of way stations, - - -	Eleven.
Whole number of flag stations, - - -	One.
DOINGS DURING THE YEAR.	
Miles run by passenger trains, - - -	111,450
Miles run by freight trains, - - -	45,550
Miles run by other trains, - - -	11,394
Total miles run, - - -	164,394
Number of passengers carried in the cars, - - -	325,521
Number of passengers carried one mile, - - -	3,561,612
Number of tons of merchandise carried in the cars, - - -	125,116
Number of tons of merchandise carried one mile, - - -	1,606,558
Number of passengers carried one mile, to and from other roads, - - -	} No means of ascertaining.
Number of tons carried one mile, to and from other roads, - - -	
Rate of speed adopted for express passenger trains, including stops, - - -	No express trains.
Average rate of speed actually attained by express passenger trains, including stops and detentions, - - -	
Rate of speed adopted for accommodation trains, - - -	23 miles per hour.
Rate of speed actually attained by accommodation trains, including stops and detentions, - - -	23 do do
Average rate of speed actually attained by special trains, including stops and detentions, - - -	20 do do
Average rate of speed adopted for freight trains, including stops and detentions, - - -	10 do do
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, - - -	2,326,714
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, - - -	2,309,837
EXPENDITURES FOR WORKING THE ROAD.	
For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, - - -	\$13,948 10
For repairs of wooden bridges, - - -	747 58
For renewals of iron, including laying down, - - -	No renewals.
For wages of switchmen, average per month, \$	} Total, { No men are specially employed in any of these capacities, and the expenses are included under the head of repairs of road.
For wages of gate-keepers, average per month, \$	
For wages of signal-men, average per month, \$	
For wages of watchmen, average per month, \$	
Number of men employed, exclusive of those engaged in construction, - - -	Average number, 160.
For removing ice and snow, (this item to include all labor, tools, and repairs.) [No reliable estimate could be made as to extra steam-power used.]	525 27
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - - -	Nothing.
Total for maintenance of way, - - -	\$15,220 95
MOTIVE POWER AND CARS.	
For repairs of locomotives, - - -	10,045 50
For new locomotives, to cover depreciation, - - -	
For repairs of passenger cars, - - -	6,220 54
For new passenger cars, to cover depreciation, - - -	
For repairs of merchandise cars, - - -	3,037 91

For new merchandise cars, to cover depreciation, -		
For repairs of gravel and other cars, -	\$723 24	
Total for maintenance of motive power and cars, -		\$20,027 19
Number of engines, - - - - -	12	
Number of passenger cars, - - - - -	15	
Number of baggage cars, - - - - -	5	
Number of merchandise cars, [reckoning 4 wheels to a car,] - - - - -	208	
Number of gravel cars, - - - - -	22	

MISCELLANEOUS.

For fuel used by engines during the year, viz. :	16,383 33	
Wood, [No coal used for fuel,] - - - - -		
For oil used by cars and engines, - - - - -	2,231 20	
For waste and other material for cleaning, - - - - -	390 84	
For salaries, wages and incidental expenses, chargeable to passenger department, - - - - -	18,057 49	
For salaries, wages and incidental expenses, chargeable to freight department, - - - - -	12,512 30	
For gratuities and damages, - - - - -	524 06	
For taxes and insurance, - - - - -	89 74	
For ferries, - - - - -		
For repairs of station buildings, aqueducts, fixtures, furniture, - - - - -	1,729 43	
For interest, - - - - -		
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, - - - - -	Nothing.	
For amount paid other companies, as rent for use of their roads, specifying each company, - - - - -	Nothing.	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - - - -	7,924 39½	
Total miscellaneous, - - - - -		59,842 78½
Total expenditures for working the road, - - -		95,090 92½

INCOME DURING THE YEAR.

For passengers :—

1. On main road, including branches owned by company, - - - - -	106,261 73½
2. To and from other roads, specifying what, [included in the foregoing,] - - - - -	

For freight :—

1. On main road and branches owned by company, - - - - -	79,818 52	
2. To and from other connecting roads, [included in the foregoing,] - - - - -		
U. S. mails, [\$3,823 03; Express, \$1,250,] - - - - -	5,073 03	
Rents, - - - - -	919 21	
Total income, - - - - -		192,072 49½
Net earnings, after deducting expenses, - - - - -		96,981 57

DIVIDENDS.

[One dividend, 3 per cent., - - - - -		38,049 00
[Interest chargeable to current expenses, - - - - -		23,661 89
[Total interest, - - - - -		33,325 85
Surplus not divided, - - - - -	36,624 91½	
Surplus last year, - - - - -	1,354 23½	
Total surplus, - - - - -	36,624 91½	

ESTIMATED DEPRECIATION BEYOND THE RENEW-						
ALS, VIZ. :						
Road and bridges,	-	-	-	-	-	The road and its equipment is in good working condition, and, for practical purposes, without material deterioration.
Buildings,	-	-	-	-	-	
Engines and cars,	-	-	-	-	-	

On the 28th of June, 1849, Charles M. Mann, a laborer, previously in the service of the company, fell from a gravel car, when the train was in motion, and was instantly killed.

On the — of May, James Connor, a man temporarily employed in the yard at Springfield, was crushed between two freight cars which he was attempting to shackle, causing instant death.

ERASTUS HOPKINS,
HENRY W. CLAPP,
N. H. EMMONS,
GORHAM BROOKS,
IGNATIUS SARGENT,
SAMUEL HENSHAW,
LEMUEL POPE,

Directors.

SUFFOLK, ss. *January 23, 1850.* Personally appeared Erastus Hopkins, Henry W. Clapp, N. H. Emmons, Gorham Brooks, Ignatius Sargent, Samuel Henshaw, and Lemuel Pope, and made oath, that the foregoing Report, by them subscribed, is, according to their best knowledge and belief, true. Before me.

BENJ. SEAVER, *Justice of the Peace.*

FOURTH ANNUAL REPORT

OF THE

DORCHESTER AND MILTON BRANCH RAILROAD
COMPANY.

*Return of the Dorchester and Milton Branch Railroad, under the Act of May 1,
1849, chap. 191.*

Capital stock, - - - - -		\$130,000 00
Increase of capital since last report, - - - - -	None.	
Capital paid in per last report, - - - - -	\$72,990 00	
Capital paid in since last report, - - - - -	350 00	
Total amount of capital stock paid in, - - - - -		73,340 00
Funded debt, per last report, - - - - -	30,000 00	
Funded debt paid since last report, - - - - -	None.	
Funded debt, increase of, since last report, - - - - -	21,085 79	
Total present amount of funded debt, - - - - -		51,085 79
Floating debt, per last report, - - - - -	11,234 27	
Floating debt paid since last report, - - - - -	7,649 27	
Floating debt, increase of, since last report, - - - - -	None.	
Total present amount of floating debt, - - - - -		3,585 00
Total present amount of funded and floating debt, - - - - -		54,670 79
Average rate of interest per annum paid during the year, - - - - -	6 5-10 per cent.	
Maximum amount of debt for each month during the year, viz.: January, \$41,230 27; February, \$43,480 27; March, \$43,480 27; April, \$46,480 27; May, \$46,480 27; June, \$47,480 27; July, \$47,677 51; August, \$49,199 51; September, \$51,296 15; October, \$51,808 80; November, \$52,225 47; December, \$54,670 79.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report, - - - - -	40,557 73	
For graduation and masonry paid during the past year, - - - - -	129 07	
Total amount expended for graduation and masonry, - - - - -		40,686 80
For wooden bridges, per last report, - - - - -	6,209 02	
For wooden bridges paid during the past year, - - - - -		
Total amount expended for wooden bridges, - - - - -		6,209 02
Total amount expended for iron bridges, (if any,) - - - - -		
For superstructure, including iron, per last report, - - - - -	29,037 93	
For superstructure, including iron, paid during the past year, - - - - -	1,200 00	
Total amount expended for superstructure, including iron, - - - - -		30,237 93
For stations, buildings and fixtures, per last report, - - - - -	11,454 29	
For stations, buildings and fixtures, paid during the past year, - - - - -	38 90	
Total amount expended for stations, buildings and fixtures, - - - - -		11,493 19

For land, land-damages and fences, per last report,	\$16,910 11
For land, land-damages and fences, paid during the past year,	7,890 21
Total amount expended for land, land-damages and fences,	\$24,800 32
For locomotives, per last report,	} See Old Colony Company's Report.
For locomotives, paid during the past year,	
Total amount expended for locomotives,	
For passenger and baggage cars, per last report,	
For passenger and baggage cars, paid during the past year,	
Total amount expended for passenger and baggage cars,	} 10,055 19
For merchandise cars, per last report,	
For merchandise cars, paid during the past year,	
Total amount expended for merchandise cars,	
For engineering, per last report,	
For engineering paid during the past year,	10,055 19
Total amount expended for engineering,	
For agencies and other expenses, per last report,	
For agencies and other expenses, paid during the past year,	4,528 34
Total amount expended for agencies and other expenses,	4,528 34
Total cost of road and equipment,	128,010 79

CHARACTERISTICS OF ROAD.

Length of road,	3 miles, 1300 feet.
Length of single main track,	3 miles, 1300 feet.
Length of double main track,	None.
Length of branches owned by the company, stating whether they have a single or double track,	None.
Aggregate length of sidings and other tracks, excepting main track and branches,	
Weight of rail per yard in main road,	52 lbs. per yard.
Weight of rail per yard in branch roads,	
Specify the different weights per yard,	[6600 feet.
Maximum grade, with its length in main road,	39 6-10 ft. ; whole distance,
Maximum grade, with its length in branch roads,	
Total rise and fall in main road,	54½ feet.
Total rise and fall in branch roads,	
Shortest radius of curvature, with length of curve in main road,	410 ft. radius ; length 200 ft.
Shortest radius of curvature, with length of curve in branch roads,	
Total degrees of curvature in main road,	257½°
Total degrees of curvature in branch roads,	
Total length of straight line in main road,	2 42-100 miles.
Total length of straight line in branches,	
Aggregate length of wooden truss bridges,	101 feet.
Aggregate length of all other wooden bridges,	
Aggregate length of iron bridges,	
Whole length of road unfenced on both sides,	
Number of public ways crossed at grade,	Two.
Number of railroads crossed at grade,	None.
Remarks,	
Way stations for express trains,	
Way stations for accommodation trains,	
Flag stations,	Two.

Whole number of way stations, - - -	Three.
Whole number of flag stations, - - -	Two.
DOINGS DURING THE YEAR.	
Miles run by passenger trains, - - -	See Old Colony Company's Report.
Miles run by freight trains, - - -	
Miles run by other trains, - - -	
Total miles run, - - -	
Number of passengers carried in the cars, - - -	
Number of passengers carried one mile, - - -	
Number of tons of merchandise carried in the cars, - - -	
Number of tons of merchandise carried one mile, - - -	
Number of passengers carried one mile, to and from other roads, - - -	
Number of tons carried one mile, to and from other roads, - - -	
Rate of speed adopted for express passenger trains, including stops, - - -	
Average rate of speed actually attained by express passenger trains, including stops and detentions, - - -	
Rate of speed adopted for accommodation trains, - - -	
Rate of speed actually attained by accommodation trains, including stops and detentions, - - -	
Average rate of speed actually attained by special trains, including stops and detentions, - - -	
Average rate of speed adopted for freight trains, in- cluding stops and detentions, - - -	
Estimated weight in tons of passenger cars, (not in- cluding passengers,) hauled one mile, - - -	
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, - - -	
EXPENDITURES FOR WORKING THE ROAD.	
For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, - - -	do
For repairs of wooden bridges, - - -	
For renewals of iron, including laying down, - - -	
For wages of switchmen, average per month, \$ - - -	} Total.
For wages of gate-keepers, average per month, \$ - - -	
For wages of signal-men, average per month, \$ - - -	
For wages of watchmen, average per month, \$ - - -	
Number of men employed exclusive of those engaged in construction, - - -	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) - - -	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - - -	
Total for maintenance of way, - - -	
MOTIVE POWER AND CARS.	
For repairs of locomotives, - - -	do
For new locomotives, to cover depreciation, - - -	
For repairs of passenger cars, - - -	
For new passenger cars, to cover depreciation, - - -	
For repairs of merchandise cars, - - -	
For new merchandise cars, to cover depreciation, - - -	
For repairs of gravel and other cars, - - -	
Total for maintenance of motive power and cars, - - -	
Number of engines, - - -	
Number of passenger cars, - - -	

Number of baggage cars, -	-	-	-	See Old Colony Company's
Number of merchandise cars, -	-	-	-	Report.
Number of gravel cars, -	-	-	-	

MISCELLANEOUS.

For fuel used by engines during the year, viz.,					
Wood, -	-	-	-	-	do
Coal, -	-	-	-	-	
For oil used by cars and engines, -	-	-	-	-	
For waste and other material for cleaning, -	-	-	-	-	
For salaries, wages and incidental expenses, charge-	-	-	-	-	
able to passenger department, -	-	-	-	-	
For salaries, wages and incidental expenses, charge-	-	-	-	-	
able to freight department, -	-	-	-	-	
For gratuities and damages, -	-	-	-	-	
For taxes and insurance, -	-	-	-	-	
For ferries, -	-	-	-	-	
For repairs of station buildings, aqueducts, fixtures,	-	-	-	-	
furniture, -	-	-	-	-	
For interest, -	-	-	-	-	
For amount paid other companies, in tolls for pas-	-	-	-	-	
sengers, and freight carried on their roads, speci-	-	-	-	-	
fying each company, -	-	-	-	-	
For amount paid other companies as rent for use of	-	-	-	-	
their roads, specifying each company, -	-	-	-	-	
For salaries of president, treasurer, superintendent,	-	-	-	-	
law expenses, office expenses of the above offices,	-	-	-	-	
and all other expenses not included in any of the	-	-	-	-	
foregoing items, -	-	-	-	-	
Total miscellaneous, -	-	-	-	-	
Total expenditures for working the road, -	-	-	-	-	

INCOME DURING THE YEAR.

For passengers :—

1. On main road, including branches owned by company, - do
2. To and from other roads, specifying what, -

For freight :—

1. On main road and branches owned by company, -
2. To and from other connecting roads, -

U. S. Mails, -	-	-	-	-	
Rents, -	-	-	-	-	
Total income, -	-	-	-	-	
Net earnings, after deducting expenses, -	-	-	-	-	

DIVIDENDS.

6 per cent. Total, -	-	-	-	-	\$4,368
Surplus not divided, -	-	-	-	-	
Surplus last year, -	-	-	-	-	
Total surplus, -	-	-	-	-	

ESTIMATED DEPRECIATION BEYOND THE RENEW-

ALS, VIZ.:

Road and bridges, -	-	-	-	-	
Buildings, -	-	-	-	-	
Engines and cars, -	-	-	-	-	

NOTE. This Branch is under lease to the Old Colony Railroad Corporation, and has been, since it was made ready for equipment, which was in December 1847. It was then furnished and equipped by that corporation, and has since been run by it,—the lease taking effect on the 1st January, 1848; therefore, some of the information called for above, cannot be furnished by us; but it will doubtless be furnished by the report from that corporation. The terms of the lease are set forth in full, in the Annual Reports of Railroad Corporations. Senate, No. 26, for 1847, page 127.

WM. PEIRCE,
EDW'D KING,
NATHAN CARRUTH,
LYMAN KINSLEY,
E. H. R. RUGGLES,

Directors.

NORFOLK, ss. *January 19, 1850.* Then personally appeared the above named William Peirce, Edward King, Nathan Carruth, Lyman Kinsley and Edward H. R. Ruggles, and severally made oath that the above return by them subscribed, is true, according to their best knowledge and belief. Before me,

NATH. F. SAFFORD, *Justice of the Peace.*

FOURTEENTH ANNUAL REPORT
OF THE
EASTERN RAILROAD COMPANY.

Return of the Eastern Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock, [being the whole amount authorized to create,]	-	-	-	-	-	\$3,150,000 00
Increase of capital since last report,	-	-	-	-	None.	
Capital paid in per last report,	-	-	-	-	\$2,655,700 00	
Capital paid in since last report,	-	-	-	-	194,300 00	
Total amount of capital stock paid in,	-	-	-	-		2,850,000 00
Funded debt, per last report,	-	-	-	-	500,000 00	.....
Funded debt paid since last report,	-	-	-	-	None.	
Funded debt, increase of, since last report,	-	-	-	-	None.	
Total present amount of funded debt,	-	-	-	-		500,000 00
Floating debt, per last report,	-	-	-	-	319,439 65	
Floating debt paid since last report,	-	-	-	-		
Floating debt, increase of, since last report,	-	-	-	-	253,313 76	
Total present amount of floating debt,	-	-	-	-		572,753 41
Total present amount of funded and floating debt,	-	-	-	-		1,072,753 41
Average rate of interest per annum paid during the year,	-	-	-	-	5 78-100 per cent.	
Maximum amount of debt for each month during the year, viz.: January, \$215,855 24; February, \$200,749 24; March, \$219,435 68; April, \$222,215 78; May, \$222,698 82; June, \$216,745 85; July, \$328,734 61; August, \$321,484 61; September, \$286,890 24; October, \$279,373 53; November, \$315,503; December, \$302,259 78.						
COST OF ROAD AND EQUIPMENT.						
For graduation and masonry, per last report,	-	-	-	-	643,939 16	
For graduation and masonry decreased during the past year,	-	-	-	-	2,313 98	
Total amount expended for graduation and masonry,	-	-	-	-		641,625 18
For wooden bridges, per last report,	-	-	-	-	278,573 94	
For wooden bridges paid during the past year,	-	-	-	-		
Total amount expended for wooden bridges,	-	-	-	-		278,573 94
Total amount expended for iron bridges, (if any,) -	-	-	-	-		
For superstructure, including iron, per last report,	-	-	-	-	953,425 80	
For superstructure, including iron, decreased during the past year,	-	-	-	-	1,254 06	
Total amount expended for superstructure, including iron,	-	-	-	-		952,171 74
For stations, buildings and fixtures, per last report,	-	-	-	-	448,308 53	
For stations, buildings and fixtures, paid during the past year,	-	-	-	-	3,289 53	

Total amount expended for stations, buildings and fixtures, - - - - -		\$451,598 06
For land, land-damages and fences, per last report, -	\$270,078 83	
For land, land-damages and fences, decreased during the past year, - - - - -	61 16	
Total amount expended for land, land-damages and fences, - - - - -		270,017 67
For locomotives, per last report, - - - - -	123,909 25	
For locomotives, paid during the past year, - - - - -	15,128 60	
Total amount expended for locomotives, - - - - -		139,037 85
For passenger and baggage cars, per last report, -	98,480 85	
For passenger and baggage cars, paid during the past year, - - - - -	9,230 00	
Total amount expended for passenger and baggage cars, - - - - -		107,710 85
For merchandise cars, per last report, - - - - -	83,408 53	
For merchandise cars, decreased during the past year, -	460 38	
Total amount expended for merchandise cars, - - - - -		82,948 15
[Total amount expended for gravel cars, - - - - -		12,294 34
For engineering, per last report, - - - - -	182,974 64	
For engineering, paid during the past year, - - - - -	312 85	
Total amount expended for engineering, - - - - -		183,287 49
For agencies and other expenses, per last report, -	None.	
For agencies and other expenses, paid during the past year, - - - - -	None.	
Total amount expended for agencies and other expenses, - - - - -	None.	
Total cost of road and equipment, - - - - -		3,119,265 27

CHARACTERISTICS OF ROAD.				Main Road.	Marb'h'd Branch.	Glouces'r Branch.	Salisb'y Branch.
Length of road, - - - - -	-	-	-	38.1063			
Length of single main track, - - - - -	-	-	-	22.1063			
Length of double main track, - - - - -	-	-	-	16			
Length of branches owned by the company, stating whether they have a single or double track, [Single track, -	-	-	-	-	3	13.507	3.4112
Aggregate length of sidings and other tracks, excepting main track and branches, - [Miles, 1.4365	-	-	-	45, 57, and 61.			
Weight of rail per yard in main road, [Pounds, -	-	-	-	-	46	46	46
Weight of rail per yard in branch roads, - - - - -	-	-	-	-	40 ft.	45 ft.	41 ft.
Specify the different weights per yard, - - - - -	-	-	-	-	40 ft.	45 ft.	41 ft.
Maximum grade, with its length in main road, -	-	-	-	578.297	-	3326 ft.	39½ ft.
Maximum grade, with its length in branch roads, -	-	-	-	[ft.	-	-	-
Total rise and fall in main road, - - - - -	-	-	-	1000 ft.			
Total rise and fall in branch roads, - - - - -	-	-	-	-	900 ft.	1910 ft.	400 ft.
Shortest radius of curvature, with length of curve in main road, - - - - - [Rad. 1146,	-	-	-	-			
Shortest radius of curvature, with length of curve in branch roads, - - - - - [Rad. 1146,	-	-	-	-			
Total degrees of curvature in main road, - - - - -	-	-	-	450°			
Total degrees of curvature in branch roads, - - - - -	-	-	-	-	451°	283°	
Total length of straight line in main road, - - - - -	-	-	-	28.4950			
Total length of straight line in branches, - - - - -	-	-	-	-	1.3310		2.1662
Aggregate length of wooden truss bridges, - - - - -	-	-	-	2218			
Aggregate length of all other wooden bridges, - - - - -	-	-	-	7229			
Aggregate length of iron bridges, - - - - -	-	-	-	None.			
Whole length of road unfenced on both sides, - - - - -	-	-	-	-			
Number of public ways crossed at grade, - - - - -	-	-	-	Sixty.			

Number of railroads crossed at grade,	-	-	One.
Remarks, - - - - -	-	-	
Way stations for express trains,	-	-	One.
Way stations for accommodation trains,	-	-	Twelve.
Flag stations, - - - - -	-	-	Seven.
Whole number of way stations,	-	-	Thirteen.
Whole number of flag stations,	-	-	Seven.

DOINGS DURING THE YEAR.

Miles run by passenger trains,	-	-	232,505	
Miles run by freight trains, -	-	-	33,804	
Miles run by other trains, -	-	-	12,264	
Total miles run, - - - - -	-	-		278,573
Number of passengers carried in the cars, -	-	-	1,049,114	
Number of passengers carried one mile, -	-	-	14,145,469	
Number of tons of merchandise carried in the cars, -	-	-	70,348	
Number of tons of merchandise carried one mile, -	-	-	1,723,049	
Number of passengers carried one mile, to and from other roads, - - - - -	-	-	3,057,804	
Number of tons carried one mile, to and from other roads, - - - - -	-	-	341,442	
Rate of speed adopted for express passenger trains including stops, - - - - -	-	-		22 miles per hour.
Average rate of speed actually attained by express passenger trains, including stops and detentions, -	-	-		
Rate of speed adopted for accommodation trains, -	-	-		21 miles per hour.
Rate of speed actually attained by accommodation trains, including stops and detentions, -	-	-		About 20 miles per hour.
Average rate of speed actually attained by special trains, including stops and detentions, -	-	-		" 22 do do
Average rate of speed adopted for freight trains, including stops and detentions, - - - - -	-	-		15 do do
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, - - -	-	-	11,625,200	
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, - - -	-	-	3,042,360	

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, - - -	-	\$31,747 52	
For repairs of wooden bridges, - - - - -	-	3,042 12	
For renewals of iron, including laying down, -	-		In progress, not yet charged [off.
For wages of switchmen, average per month, \$201 50,			
For wages of gate-keepers, average per mo., { 210 00,			
For wages of signal-men, average per mo., { 210 00,			
For wages of watchmen, average per month, 105 00,			
Number of men employed, exclusive of those engaged in construction, - [Average per month,		219	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) -		572 37	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - - -	-	1,511 57	
Total for maintenance of way, - - - - -	-		41,391 58

MOTIVE POWER AND CARS.

For repairs of locomotives, - - - - -	-	15,584 83	
For new locomotives, to cover depreciation, -	-	None.	
For repairs of passenger cars, - - - - -	-	7,424 74	
For new passenger cars, to cover depreciation, -	-	None.	
For repairs of merchandise cars, - - - - -	-	1,590 72	

For new merchandise cars, to cover depreciation, -	None.	
For repairs of gravel and other cars, -	\$511 11	
Total for maintenance of motive power and cars, -		\$25,111 40
Number of engines, - - - -	21	
Number of passenger cars, - - - -	49	
Number of baggage cars, - - - -	6	
Number of merchandise cars, - - - -	104	
Number of gravel cars, - - - -	40	

MISCELLANEOUS.

For fuel used by engines during the year, - -		
Wood, - - - - [8,287 cords, -	39,030 10	
Coal, - - - -	None.	
For oil used by cars and engines, [4,190 gallons, -	3,837 09	
For waste and other material for cleaning, [10,639 lbs. -	626 13	
For salaries, wages and incidental expenses, charge- able to passenger department, - - - -	40,192 03	
For salaries, wages and incidental expenses, charge- able to freight department, - - - -	7,744 69	
For gratuities and damages, [paid mostly from con- tingent fund, and stated below,] - - - -	232 17	
For taxes and insurance, - - - -	4,273 95	
For ferries, - - - -	7,665 55	
For repairs of station buildings, aqueducts, fixtures, furniture, - - - -	3,375 63	
For interest, - - - -	25,706 08	
For amount paid other companies, in tolls for pas- sengers, and freight carried on their roads, speci- fying each company, - - - -	Nothing.	
For amount paid other companies as rent for use of their roads, specifying each company, - - - -	Nothing.	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - - -	10,499 88	
Total miscellaneous, - - - -		143,183 30
Total expenditures for working the road, - -		209,686 28

INCOME DURING THE YEAR.

For passengers:—

1. On main road, including branches owned by company, - - - -	352,370 82	
2. To and from other roads, specifying what, - [Portland, Saco, and Portsmouth Railroad,] -	51,700 86	404,071 68

For freight:—

1. On main road and branches owned by company, -	63,078 88	
2. To and from other connecting roads, - [Portland, Saco, and Portsmouth Railroad,] -	7,323 17	70,402 05

U. S. mails, [\$8,324; incidental, \$8,345 92,] -		16,669 92
Rents, - - - -		26,785 52
Total income, - - - -		517,929 17
Net earnings, after deducting expenses, - -		308,242 89

DIVIDENDS.					
8 per cent. Total,	-	-	-	-	\$259,724 00
Surplus not divided,	-	-	-	-	\$48,518 89
Surplus last year,	-	-	-	-	136,135 72
Total surplus,	-	-	-	-	184,654 61
[From which there has been expended during the year, for renewals of road and bridges, buildings, engines and cars,					950 41
[For gratuities and damages appurtenant to former years,					20,853 60
					<u>21,804 01</u>
[Total surplus, December 31st, 1849,					<u>162,850 60</u>

The Report required by law, is understood to refer only to the road incorporated by, and situate within the State of Massachusetts. It will consequently exhibit the capital stock and debt, as well as the cost and characteristics of such road only. But the Eastern Railroad Company have, under the authority of the legislatures of both states, leased the Eastern Railroad in New Hampshire, and agreed to pay as the rent thereof, the same dividends to the stockholders of the Eastern Railroad in New Hampshire as to their own, thereby making them virtually, during the continuance of such lease, one company. The two roads have, consequently, been operated as one. The equipment, which belongs solely to the Eastern Railroad in Massachusetts, is in fact, the equipment for 54 and not for 38 miles only. It has, consequently, been impossible to separate either the earnings or the expenses of these different roads, and the returns to the Legislature have been made to show the whole business of both roads, and the total results.

It is evident that in this mode, the different parts of the report made, do not coincide. Thus the number of miles reported to be run, the gross income and the expenditures, are not for the road of 38 miles and its branches, costing a given sum, but for a road of 54 miles, costing another and a larger sum. So the net receipts will be on a capital much larger than is stated in the report.

In order that this matter may be fully understood, the directors of the Eastern Railroad beg leave to submit the following statement of the capital stock of the combined companies, and the cost of the Eastern Railroad, and of the Eastern Railroad in New Hampshire, which latter road is 16 miles in length, making, with the Eastern Railroad and its branches, 74 3366-5280 miles of road.

Capital stock of Eastern Railroad authorized,	-	\$3,150,000
“ “ “ “ in N. H. “	-	Unlimited.

Capital stock of Eastern			
Railroad paid in,	\$2,850,000	00	
Capital stock of Eastern			
R. R. in N. H. paid in,	492,500	00	
	<hr/>		\$3,342,500 00
Funded debt of Eastern			
Railroad, - -	500,000	00	
Funded debt of Eastern			
Railroad in N. H. -	None.		
	<hr/>		500,000 00
Floating debt of Eastern			
Railroad, - -	572,753	41	
Floating debt of Eastern			
Railroad in N. H., -	582	94	
	<hr/>		573,336 35
Total amount received on			
ac't of both Companies,	-	-	-
			4,415,836 35
Cost of Eastern Railroad,			
per Report, - -	3,119,265	27	
Cost of Eastern Railroad			
in N. H., - -	493,082	94	
			3,612,348 21
			<hr/>
Balance, - - - -			\$ 803,488 14
			<hr/>

There is no item in the report by which such balance is directly shown, and no statement of its appropriation required. Owing to various circumstances, considerable amounts of property have accumulated in the hands of this Company, consisting of lands at East Boston, sundry estates in Massachusetts and New Hampshire, stocks, balances due, all of which are enumerated and valued in the annual reports, made to the stockholders, and amounting of course to the above balance. Much of this property is at present unproductive, inasmuch as it is in lands unoccupied; but it is rapidly appreciating, and may fairly be relied upon to pay at its maturity, a large part of the debt due to the State.

It is evident, that in order fully to understand the resources and the revenue of *the road* as distinct from *property*, the accounts of the receipts from, and the expenses for each, should be separately exhibited, and this is done in the following statement :

Capital stock paid in by Eastern Railroad, - -	\$2,850,000	00
Funded debt, - - - - -	500,000	00
	<hr/>	
	\$3,350,000	00
Construction accounts, - - - - -	3,119,265	27
	<hr/>	
Balance for property account, - -	230,734	73

[Balance for property account brought forward,				\$230,734	73
Floating debt and balances of accounts, - -				572,753	41
Invested in lands, bonds, &c., -				\$600,828	45
Balances of accounts open, - -				202,659	69
				<u>\$803,488 14</u>	
The gross income from the road has been, - -				\$491,143	65
Current expenses, - - - -				183,280	20
Balance, - - - -				<u>\$307,863 45</u>	
Interest to State, - - - -				\$25,000	00
Less, charged property, - -				4,758	10
				<u>20,241 90</u>	
Balance, - - - -				<u>\$287,621 55</u>	
Dividends paid to Eastern Railroad in N. H., -				39,400	00
				<u>\$248,221 55</u>	
Income from property,—rents, &c.,				\$26,785	52
Expenses on do.,—taxes, - \$				700	00
Balance interest account, -				706	08
Proportion interest to State, 4,758 10				6,164	18
				<u>20,621 34</u>	
				<u>\$268,842 89</u>	
Dividends \$8 00 per share, - - - -				220,324	00
				<u>\$ 48,518 89</u>	
Surplus December 31, 1848, - - - -				136,135	72
				<u>\$184,654 61</u>	
From which, expended for renewals,					
gratuities, and damages, - - - -				21,804	01
Actual Surplus December 31, 1849, - -				<u>\$162,850 60</u>	

At the last session of the Legislature an Act was passed, authorizing the construction by this company, of a road or branch from North Chelsea through Charleston, to a point in Boston, near the southerly end of Charles River Bridge, and the issue of \$500,000 of new stock for this purpose, but at not less than the par value. This act has been accepted by the stockholders, and a survey and definite location of the route has been made, but not yet filed. The peculiar embarrassments of the commercial community, in consequence of the diversion of a large amount of capital from its ordinary uses, to investments in manufacturing and railroad enterprises in various parts of the country, has had much influence in deterring the company from pursuing this undertaking the past year, further than to make all the requisite investigation with a view to its

ultimate construction. But had the corporation been desirous of pressing forward this work under such unfavorable circumstances, and with results injurious to the public, it would have been precluded from doing so, by the provision in the act, prohibiting the issue of new stock for its prosecution, at less than its par value. It is believed that the object of the Legislature in this provision, was to alleviate the monetary pressure in this State, and discourage the immediate prosecution of works which, however beneficial they may eventually prove, ought not to be pressed through in a manner to cause either public injury or private loss.

ACCIDENTS.—None have happened to any passenger during the year, of any sort. On the 10th of December, a man named Edward Downey, was run over on one of the tracks in the station grounds at Salem, by which one leg and one foot were crushed, and both subsequently amputated. He received the best medical assistance.

Fatal. Feb. 21. W. Sanborn, killed walking on the track at Hampton. March 2. David Sullivan, fireman, killed by explosion of engine Piscataqua, while standing on the track in Chelsea. July 31. I. N. Jaquish, killed, walking on the road and fell before the engine. October 31. James O'Neil, killed by a fall from the gravel train in Beverly.

D. A. NEAL,
B. T. REED,
ICHABOD GOODWIN,
ISAIAH BREED,
ALBERT THORNDIKE,
SAMUEL PHILBRICK,
S. HOOPER.

SUFFOLK, ss. *Boston, January 15, 1859.* Then personally appeared the above named D. A. Neal, Benjamin T. Reed, Ichabod Goodwin, Isaiah Breed, Albert Thorndike, Samuel Philbrick, and Samuel Hooper, Esquires, and severally made oath that the above return, by them respectively subscribed, was correct and true, according to their best knowledge and belief. Before me,

THOMAS A. DEXTER, *Justice of the Peace.*

FOURTH ANNUAL REPORT

OF THE

ESSEX RAILROAD COMPANY.

Return of the Essex Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock, - - - - -		\$700,000 00
Increase of capital since last report, - - - - -		
Capital paid in per last report, - - - - -	\$263,746 00	
Capital paid in since last report, - - - - -	19,521 31	
Total amount of capital stock paid in, - - - - -		283,267 31
Funded debt per last report, - - - - -	107,927 40	
Funded debt paid since last report, - - - - -		
Funded debt, increase of, since last report, - - - - -	31,983 99	
Total present amount of funded debt, - - - - -		139,911 39
Floating debt, per last report, - - - - -	53,031 34	
Floating debt paid since last report, - - - - -		
Floating debt, increase of, since last report, - - - - -	32,846 02	
Total present amount of floating debt, - - - - -		85,877 36
Total present amount of funded and floating debt, - - - - -		225,788 75
Average rate of interest per annum paid during the year, - - - - -	7½ per cent. nearly.	
Maximum amount of debt for each month during the year, viz.: January, \$178,206 86; February, \$187,638 20; March, \$189,184 65; April, \$189,833 19; May, \$191,782 14; June, \$192,185 09; July, \$192,185 09; August, \$192,389 59; September, \$195,541 27; October, \$193,519 79; November, \$193,819 79; December, \$225,788 75.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report, - - - - -	148,736 83	
For graduation and masonry paid during the past year, - - - - -	54,859 51	
Total amount expended for graduation and masonry, - - - - -		203,596 34
For wooden bridges, per last report, - - - - -	14,671 50	
For wooden bridges paid during the past year, - - - - -	353 46	
Total amount expended for wooden bridges, - - - - -		15,024 96
Total amount expended for iron bridges, (if any,) - - - - -		
For superstructure, including iron, per last report, - - - - -	146,066 55	
For superstructure, including iron, paid during the past year, - - - - -	168 79	
Total amount expended for superstructure, including iron, - - - - -		146,235 34
For stations, buildings and fixtures, per last report, [including lot of ground in Lawrence,] - - - - -	31,282 90	
For stations, buildings and fixtures, paid during the past year, - - - - -	687 50	
Total amount expended for stations, buildings and fixtures, - - - - -		31,970 40

For land, land-damages and fences, per last report, -	\$44,813 76	
For land, land-damages and fences, paid during the past year, - - - - -	4,003 03	
Total amount expended for land, land damages and fences, - - - - -		\$48,816 79
For locomotives, per last report, - - - - -		No locomotives, passenger, baggage, or freight cars, have as yet been purchased by the company.
For locomotives, paid during the past year, - - - - -		
Total amount expended for locomotives, - - - - -		
For passenger and baggage cars, per last report, - - - - -		
For passenger and baggage cars, paid during the past year, - - - - -		
Total amount expended for passenger and baggage cars, - - - - -		
For merchandise cars, per last report, [gravel,] - - - - -	4,205 00	
For merchandise cars, paid during the past year, - - - - -		
Total amount expended for merchandise cars, [gravel,] - - - - -		4,205 00
For engineering, per last report, - - - - -	14,300 00	
For engineering paid during the past year, - - - - -	957 16	
Total amount expended for engineering, - - - - -		15,257 16
For agencies and other expenses, per last report, - - - - -	17,498 08	
For agencies and other expenses, paid during the past year, - - - - -	2,343 74	
Total amount expended for agencies and other expenses, - - - - -		19,842 82
Total cost of road and equipment, - - - - -		484,947 81

CHARACTERISTICS OF ROAD.

Length of road, - - - - -	19.86 miles.
Length of single main track, - - - - -	19.86 "
Length of double main track, - - - - -	None.
Length of branches owned by the company, stating whether they have a single or double track, - - - - -	1.36 miles, single track.
Aggregate length of sidings and other tracks, excepting main track and branches, - - - - -	3400 feet.
Weight of rail per yard in main road, - - - - -	56
Weight of rail per yard in branch roads, - - - - -	58
Specify the different weights per yard, - - - - -	Two mentioned above.
Maximum grade, with its length in main road, - - - - -	55 feet, 18,840 feet.
Maximum grade, with its length in branch roads, - - - - -	25 " 200 "
Total rise and fall in main road, - - - - -	594½ feet.
Total rise and fall in branch roads, - - - - -	8
Shortest radius of curvature, with length of curve in main road, - - - - -	477½—925 feet in length.
Shortest radius of curvature, with length of curve in branch roads, - - - - -	446—210 do do
Total degrees of curvature in main road, - - - - -	839° 37'
Total degrees of curvature in branch roads, - - - - -	156°
Total length of straight line in main road, - - - - -	14.6 miles.
Total length of straight line in branches, - - - - -	1.03 miles.
Aggregate length of wooden truss bridges, - - - - -	40 feet.
Aggregate length of all other wooden bridges, - - - - -	5383 feet.
Aggregate length of iron bridges, - - - - -	None.
Whole length of road unfenced on both sides, - - - - -	4¾ miles.
Number of public ways crossed at grade, - - - - -	29
Number of railroads crossed at grade, - - - - -	One.
Remarks, - - - - -	The Branch crosses Eastern Railroad, in Salem.
Way stations for express trains, - - - - -	No express trains run.
Way stations for accommodation trains, - - - - -	Seven.

Flag stations, - - - - -	Three.
Whole number of way stations, - - - - -	Seven.
Whole number of flag stations, - - - - -	Three.

DOINGS DURING THE YEAR.

Miles run by passenger trains, - - - - -	35,406	
Miles run by freight trains, - - - - -	4,291	
Miles run by other trains, [gravel, special,] - - - - -	6,800	
Total miles run, - - - - -		46,497
Number of passengers carried in the cars, - - - - -	97,919	
Number of passengers carried one mile, - - - - -	815,549	
Number of tons of merchandise carried in the cars, - - - - -	10,746	
Number of tons of merchandise carried one mile, - - - - -	108,012	
Number of passengers carried one mile, to and from other roads, - - - - -		None.
Number of tons carried one mile, to and from other roads, - - - - -		None.
Rate of speed adopted for express passenger trains, including stops, - - - - -		No express trains.
Average rate of speed actually attained by express passenger trains, including stops and detentions, - - - - -	do do	
Rate of speed adopted for accommodation trains, - - - - -	22 miles per hour.	
Rate of speed actually attained by accommodation trains, including stops and detentions, - - - - -	20 to 22 miles per hour.	
Average rate of speed actually attained by special trains, including stops and detentions, - - - - -	26 miles per hour.	
Average rate of speed adopted for freight trains, including stops and detentions, - - - - -	15 miles.	
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, - - - - -	708,120	
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, - - - - -	97,341	

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, - - - - -	} Total,	This road having been worked by contract, many of the blanks cannot be filled.
For repairs of wooden bridges, - - - - -		
For renewals of iron, including laying down, - - - - -		
For wages of switchmen, average per month, \$ - - - - -		
For wages of gate-keepers, average per month, \$ - - - - -		
For wages of signal-men, average per month, \$ - - - - -		
For wages of watchmen, average per month, \$ - - - - -	}	
Number of men employed, exclusive of those engaged in construction, - - - - -		
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) - - - - -		
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - - - - -		
Total for maintenance of way, - - - - -		

MOTIVE POWER AND CARS.

For repairs of locomotives, - - - - -	-
For new locomotives, to cover depreciation, - - - - -	-
For repairs of passenger cars, - - - - -	-
For new passenger cars, to cover depreciation, - - - - -	-
For repairs of merchandise cars, - - - - -	-
For new merchandise cars, to cover depreciation, - - - - -	-
For repairs of gravel and other cars, - - - - -	-
Total for maintenance of motive power and cars, - - - - -	-
Number of engines, - - - - -	-

Number of passenger cars, -	-	-	-	-	This road having been work-
Number of baggage cars, -	-	-	-	-	ed by contract, many of the
Number of merchandise cars, -	-	-	-	-	blanks cannot be filled.
Number of gravel cars, -	-	-	-	-	14

MISCELLANEOUS.

For fuel used by engines during the year, viz. :	-				
Wood, -	-	-	-	-	-
Coal, -	-	-	-	-	-
For oil used by cars and engines, -	-	-	-	-	-
For waste and other material for cleaning, -	-	-	-	-	-
For salaries, wages and incidental expenses, charge-	-	-	-	-	-
able to passenger department, -	-	-	-	-	-
For salaries, wages and incidental expenses, charge-	-	-	-	-	-
able to freight department, -	-	-	-	-	-
For gratuities and damages, -	-	-	-	-	-
For taxes and insurance, -	-	-	-	-	-
For ferries, -	-	-	-	-	-
For repairs of station buildings, aqueducts, fixtures,	-	-	-	-	-
furniture, -	-	-	-	-	-
For interest, -	-	-	-	-	\$13,436 42
For amount paid other companies, in tolls for pas-	-	-	-	-	-
sengers, and freight carried on their roads, specify-	-	-	-	-	-
ing each company, -	-	-	-	-	-
For amount paid other companies, as rent for use of	-	-	-	-	-
their roads, specifying each company, -	-	-	-	-	-
For salaries of president, treasurer, superintendent,	-	-	-	-	-
law expenses, office expenses of the above offices,	-	-	-	-	-
and all other expenses not included in any of the	-	-	-	-	-
foregoing items, -	-	-	-	-	-
Total miscellaneous, -	-	-	-	-	-
Total expenditures for working the road, -	-	-	-	-	26,783 46

INCOME DURING THE YEAR.

For passengers :—

1. On main road, including branches owned by	-	-	-	-	-
company, -	-	-	-	-	19,937 57
2. To and from other roads, specifying what, -	-	-	-	-	-

For freight :—

1. On main road and branches owned by company, -	-	-	-	-	8,527 68
2. To and from other connecting roads, -	-	-	-	-	-

U. S. Mails, -	-	-	-	-	-
Rents, -	-	-	-	-	-
Total income, -	-	-	-	-	28,465 25
Net earnings, after deducting expenses, -	-	-	-	-	-

DIVIDENDS.

per cent. Total, -	-	-	-	-	None.
Surplus not divided, -	-	-	-	-	None.
Surplus last year, -	-	-	-	-	-
Total surplus, -	-	-	-	-	-

ESTIMATED DEPRECIATION BEYOND THE RENEW-
ALS, VIZ. :

Road and bridges, -	-	-	-	-	-
Buildings, -	-	-	-	-	-
Engines and cars, -	-	-	-	-	-

The road having been recent-
ly built, and not being even
yet quite finished, no de-
preciation is estimated on
roads, bridges, & buildings.

No accident to any person has occurred during the year.

The running of the passenger trains was suspended during the month of July, and resumed in the beginning of August. The freight trains have been kept running, once each way every day, or at least every other day, throughout the year.

S. C. PHILLIPS,
EBEN. SUTTON,
GEO. HODGES,
BENJ. WHEATLAND,

Directors of Essex Railroad Company.

ESSEX, ss. *Salem, January 30, 1850.* Then personally appeared the above named S. C. Phillips, Eben. Sutton, George Hodges, Benjamin Wheatland, and made oath that the above return by them subscribed, is true, according to the best of their knowledge and belief. Before me,

STEPHEN P. WEBB, *Justice of the Peace.*

FOURTH ANNUAL REPORT
OF THE
FALL RIVER RAILROAD COMPANY.

Return of the Fall River Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock, [per last report,]	-	-	\$1,050,000 00
Increase of capital since last report, [authorized,]	-	-	150,000 00
			\$1,200,000 00
Capital paid in per last report,	-	-	1,050,000 00
Capital paid in since last report,	-	-	
Total amount of capital stock paid in,	-	-	1,050,000 00
Funded debt, per last report,	-	-	
Funded debt paid since last report,	-	-	
Funded debt, increase of, since last report,	-	-	
Total present amount of funded debt,	-	-	
Floating debt, per last report, [balance,]	-	-	99,101 65
Floating debt, increase of, since last report,	-	-	2,039 14
[Bills payable, and accounts,	-	-	127,893 67
[Bills receivable, accounts, and cash,	-	-	26,752 88
[Balance of indebtedness,	-	-	101,140 79
Average rate of interest per annum paid during the year,	-	-	6 72-100 per cent.
Maximum amount of debt for each month during the year, viz.: January, \$125,941 71; February, \$127,688 57; March, \$128,764 04; April, \$126,194 75; May, \$121,122 36; June, \$119,229 77; July, \$159,595 80; August, \$153,207 07; September, \$141,595 96; October, \$124,395 99; November, \$127,893 67; December, 1848, \$122,373 27.			
COST OF ROAD AND EQUIPMENT.			
For graduation and masonry, per last report,	-	-	279,898 47
For graduation and masonry paid during the past year,	-	-	
Total amount expended for graduation and masonry,	-	-	279,898 47
For wooden bridges, per last report,	-	-	7,221 43
For wooden bridges paid during the past year,	-	-	
Total amount expended for wooden bridges,	-	-	7,221 43
Total amount expended for iron bridges, (if any,)	-	-	
For superstructure, including iron, per last report,	-	-	435,318 43
For superstructure, including iron, paid during the past year,	-	-	
Total amount expended for superstructure, including iron,	-	-	435,318 43
For stations, buildings and fixtures, per last report,	-	-	79,930 18
For stations, buildings and fixtures, paid during the past year,	-	-	
Total amount expended for stations, buildings and fixtures,	-	-	79,930 18

For land, land-damages and fences, per last report, -	\$145,040 65	
For land, land-damages and fences, paid during the past year, - - - - -	21 02	
Total amount expended for land, land-damages and fences, - - - - -		\$145,061 67
For locomotives, per last report, - - - - -	78,729 15	
For locomotives, paid during the past year, - - - - -		
Total amount expended for locomotives, - - - - -		78,729 15
For passenger and baggage cars, per last report, - - - - -	43,911 86	
For passenger and baggage cars, paid during the past year, - - - - -		
Total amount expended for passenger and baggage cars, - - - - -		43,911 86
For merchandise cars, per last report, - - - - -	45,574 74	
For merchandise cars, paid during the past year, - - - - -		
Total amount expended for merchandise cars, - - - - -		45,574 74
For engineering, per last report, - - - - -	30,358 02	
For engineering paid during the past year, - - - - -		
Total amount expended for engineering, - - - - -		30,358 02
For agencies and other expenses, per last report, - - - - -		
For agencies and other expenses, paid during the past year, - - - - -		
Total amount expended for agencies and other expenses, - - - - -		
Total cost of road and equipment, - - - - -		1,146,003 95

CHARACTERISTICS OF ROAD.

Length of road, - - - - -	42 242-1000 miles.
Length of single main track, - - - - -	Same.
Length of double main track, - - - - -	
Length of branches owned by the Company, stating whether they have a single or double track, - - - - -	
Aggregate length of sidings and other tracks, excepting main track and branches, - - - - -	4 96-100 miles.
Weight of rail per yard in main road, - - - - -	52 and 56 lbs.
Weight of rail per yard in branch roads, - - - - -	
Specify the different weights per yard, - - - - -	The question is not understood.
Maximum grade, with its length in main road, - - - - -	44 88-100—length, 2400 ft.
Maximum grade, with its length in branch roads, - - - - -	
Total rise and fall in main road, - - - - -	874 feet.
Total rise and fall in branch roads, - - - - -	
Shortest radius of curvature, with length of curve in main road, - - - - -	955 feet for 400 feet.
Shortest radius of curvature, with length of curve in branch roads, - - - - -	
Total degrees of curvature in main road, - - - - -	685° 38' 54" 5'''.
Total degrees of curvature in branch roads, - - - - -	
Total length of straight line in main road, - - - - -	30 338-1000 miles.
Total length of straight line in branches, - - - - -	
Aggregate length of wooden truss bridges, - - - - -	67 feet.
Aggregate length of all other wooden bridges, - - - - -	802 do
Aggregate length of iron bridges, - - - - -	
Whole length of road unfenced on both sides, - - - - -	All fenced.
Number of public ways crossed at grade, - - - - -	46
Number of railroads crossed at grade, - - - - -	One.
Remarks, - - - - -	Report not improved from former years by additional requirements.
Way stations for express trains, - - - - -	Two.

Way stations for accommodation trains, - -	Seven.
Flag stations, - - -	Nine.
Whole number of way stations, - - -	Seven.
Whole number of flag stations, - - -	Nine.

DOINGS DURING THE YEAR.

Miles run by passenger trains, - - -	90,763
Miles run by freight trains, - - -	52,884
Miles run by other trains, - - -	890
Total miles run, - - -	144,537
Number of passengers carried in the cars, - -	252,767
Number of passengers carried one mile, - -	4,810,489
Number of tons of merchandise carried in the cars, -	62,554
Number of tons of merchandise carried one mile, -	1,613,566
Number of passengers carried one mile, to and from other roads, - - -	4,240,587
Number of tons carried one mile, to and from other roads, - - -	1,269,414
Rate of speed adopted for express passenger trains, including stops, - - -	29 miles per hour.
Average rate of speed actually attained by express passenger trains, including stops and detentions, -	27 do do
Rate of speed adopted for accommodation trains, -	22½ do do
Rate of speed actually attained by accommodation trains, including stops and detentions, -	22¼ do do
Average rate of speed actually attained by special trains, including stops and detentions, -	22¾ do do
Average rate of speed adopted for freight trains, including stops and detentions, -	14 do do
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, -	4,084,335
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, -	4,330,720

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, - -	\$13,937 83
For repairs of wooden bridges, - - -	296 72
For renewals of iron, including laying down, [and sleepers, \$4,354 39, charged depreciation fund,] -	
For wages of switchmen, average per month, \$30 00,	} Total, 1,128 86
For wages of gate-keepers, average per month, None,	
For wages of signal-men, average per month, None,	
For wages of watchmen, average per month, \$30 00,	
Number of men employed, exclusive of those engaged in construction, - - -	One hundred and fifty-one.
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) -	374 70
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - -	35 00
Total for maintenance of way, - - -	\$15,773 11'

MOTIVE POWER AND CARS.

For repairs of locomotives, - - -	9,800 39
For new locomotives, to cover depreciation, -	
For repairs of passenger cars, - - -	7,972 20
For new passenger cars, to cover depreciation, -	
For repairs of merchandise cars, - - -	6,632 98
For new merchandise cars, to cover depreciation, -	
For repairs of gravel and other cars, - - -	140 70

Total for maintenance of motive power and cars, -	\$24,546 27
Number of engines, - - - -	Nine.
Number of passenger cars, - - - -	Fifteen.
Number of baggage cars, - - - -	8, of which 3 are platforms.
Number of merchandise cars, - - - -	{ One hundred and twenty-
Number of gravel cars, - - - -	
	six.

MISCELLANEOUS.

For fuel used by engines during the year, viz.: wood,	\$25,656 56
Coal, [used in offices and work-shops,] - -	390 87
For oil used by cars and engines, - -	2,367 30
For waste and other material for cleaning, [and packing boxes, (6 months,)] - - - -	311 25
For salaries, wages and incidental expenses, chargeable to passenger department, - - - -	15,010 55
For salaries, wages and incidental expenses, chargeable to freight department, - - - -	17,705 19
*For gratuities and damages, - - - -	288 95
For taxes and insurance, - - - -	31 91
For ferries, - - - -	-
For repairs of station buildings, aqueducts, fixtures, furniture, - - - -	437 94
For interest, - - - -	8,837 34
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, - - - -	-
For amount paid other companies as rent for use of their roads, specifying each company, - - - -	-
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - - -	8,354 87
Total miscellaneous, - - - -	79,392 73
Total expenditures for working the road, - - - -	119,712 11

INCOME DURING THE YEAR.

For passengers:—

1. On main road, including branches owned by company, - - - -	102,638 56
2. To and from other roads, specifying what, - -	-

For freight:—

1. On main road and branches owned by company, - -	65,543 39
2. To and from other connecting roads, - -	-
U. S. mails, [\$1,481 91; express, \$4,027 67,] - -	5,509 58
Rents, - - - -	351 55
Total income, - - - -	174,043 08
Net earnings, after deducting expenses, - - - -	54,330 97
[Surplus last year, - - - -	15,924 07
Total of income, - - - -	70,255 04

DIVIDENDS.

[One paid in July, of three dollars per share, total, -	31,500 00
[Appropriated towards cancelling construction debt, -	31,500 00
[Total of income appropriated, - - - -	63,000 00
Surplus, to new account, - - - -	7,255 04

* For damages, the sum of one thousand dollars, in addition to the above, has been paid,—the liability for which was incurred in May, 1847.

ESTIMATED DEPRECIATION BEYOND THE RENEW-
ALS, VIZ.:

Road and bridges, -	-	-	-	-	} Repairs fully equivalent.
Buildings, -	-	-	-	-	
Engines and cars, -	-	-	-	-	

ACCIDENTS.

On the 22d day of May, in the town of North Bridgewater, two young men named Leach, with a carriage, drove upon the track at the moment a passenger train was approaching. The consequence was a collision, scattering the carriage in fragments, and resulting in the death of both the young men; one died immediately, and the other survived but for a short time. It is believed that every thing was done, that under the circumstances could be done, by those in the management of the train, to avoid the occurrence. The bell had been rung for the usual and required distance.

On the 30th day of June, Charles Snell, employed by the company as a teamster, was in the act of moving cars with a horse, upon a side track, in Fall River; being between the side and main tracks, an engine approached, the horse took alarm, Snell was thrown, and in such manner, as to fall between the rails of the main track; the engine passed over him, he was seriously injured, but has since recovered.

On the night of the 23d of August, James Orswell, also in the company's employ, while discharging the duties of a brakeman, had one of his legs badly fractured. A box car had been left upon a side track at the station in Middleboro', which, by a heavy wind had been moved near the main track. The night was dark, the car was not seen, and the train on which Orswell was employed, was brought in contact with it. The consequence was, the upsetting of a car, and the injury to Orswell as above stated. He is recovering.

In the summer of 1847, the corporation, embarrassed with a heavy debt, with a large portion of its authorized stock unsold, offered it to, and it was taken by the stockholders, at eighty dollars per share. The difference between the amount realized and the par value, was proportioned, and charged to the several accounts of construction, thereby giving to the road and equipment, an apparent cost largely beyond what had actually been expended therefor. The amount realized from the stock thus sold, however, was not sufficient to cancel the entire indebtedness; and as the road was incomplete, and the equipment not at all adequate to the business in supplying these deficiencies, the indebtedness has since been considerably increased.

At the last session of the Legislature, with a view to raising funds with

which to meet this indebtedness, a petition was presented for authority to increase the capital stock of the company. The prayer of the petition was granted, but conditioned that none of the stock authorized should be sold at a less rate than one hundred dollars per share. At no time during the past year has the stock of the Fall River Railroad Company commanded in the market more than eighty-seven dollars. It has been as low as eighty. The consequence, therefore, has been, that for the purpose for which the grant was desired, it has proved, and for some time to come at least, is likely to prove entirely unavailing. Few men will pay a hundred dollars for that which can readily be obtained at from eighty to eighty-seven. But the indebtedness has remained, and the Directors, seeing no way in which it could be paid, but by an appropriation of income, have ordered *thirty-one thousand five hundred dollars*—equivalent to three dollars for each share—taken from the earnings, and credited to the several accounts of construction, in manner as had been charged, the loss from sale of stock under par in 1847. The accounts of construction and surplus are, therefore, reported less than they were on the 30th of November, the end of the business year, by the amount above stated. All other matters are reported for the year ending with the 30th day of November.

All which is respectfully submitted,

NATH. B. BORDEN,
RICHARD BORDEN,
JOSEPH S. TILLINGHAST,
JEFFERSON BORDEN,
ROYAL TURNER,
PETER H. PEIRCE,
C. C. GILBERT,
NAHUM STETSON,

Directors.

BRISTOL, ss. *January 17, 1850.* Then the said Nathaniel B. Borden, Richard Borden, Jefferson Borden, Royal Turner, Peter H. Peirce, C. C. Gilbert, and Nahum Stetson, made oath, and Joseph S. Tillinghast affirmed, that the above statement, by them subscribed, is, according to their best knowledge and belief, true in all its parts. Before me,

DAVID ANTHONY, *Justice of the Peace.*

EIGHTH ANNUAL REPORT

OF THE

FITCHBURG RAILROAD COMPANY.

Return of the Fitchburg Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock, - - - - -	\$3,320,000 00
Increase of capital since last report, - - -	None.
Capital paid in per last report, - - -	2,735,910 00
Capital paid in since last report, - - -	533,870 00
Total amount of capital stock paid in, - - -	3,269,780 00
Funded debt, per last report, - - -	None.
Funded debt paid since last report, - - -	None.
Funded debt, increase of, since last report, - - -	None.
Total present amount of funded debt, - - -	None.
Floating debt, per last report, - - -	213,442 63
Floating debt paid since last report, - - -	18,186 89
Floating debt, increase of, since last report, - - -	None.
Total present amount of floating debt, - - -	* 195,255 74
Total present amount of funded and floating debt, - - -	
Average rate of interest per annum paid during the year, - - - - -	Six per cent.
Maximum amount of debt for each month during the year, viz.: January, \$236,219 09; February, \$187,816 09; March, \$151,317 70; April, \$191,224 73; May, \$143,751 75; June, \$142,225 50; July, \$126,629 15; August, \$162,959 91; September, \$160,151 08; October, \$159,453 09; November, \$142,591 64; December, \$213,432 84.	
COST OF ROAD AND EQUIPMENT.	
For graduation and masonry, per last report, - - -	549,967 03
For graduation and masonry paid during the past year, - - - - -	137,654 46
Total amount expended for graduation and masonry, - - -	687,621 49
For wooden bridges, per last report, - - -	148,500 00
For wooden bridges paid during the past year, - - -	16,972 78
Total amount expended for wooden bridges, - - -	165,472 78
Total amount expended for iron bridges, (if any,) - - -	None.
For superstructure, including iron, per last report, - - -	701,524 52
For superstructure, including iron, paid during the past year, - - - - -	321,264 23
Total amount expended for superstructure, including iron, - - - - -	1,022,788 75
For stations, buildings and fixtures, per last report, - - -	358,098 40

* One hundred thousand dollars of this debt is a note given for land for the extension of the railroad into the city of Boston. This note becomes due June 1st, 1850. Since the 1st of January, an agreement has been made to extend the time of payment five years from June 1st, 1850, at six per cent. per annum.

For stations, buildings and fixtures, paid during the past year, - - - - -	\$52,909 62	
Total amount expended for stations, buildings and fixtures, - - - - -		\$411,008 02
For land, land-damages and fences, per last report, -	670,480 50	
For land, land-damages and fences, paid during the past year, - - - - -	26,888 72	
Total amount expended for land, land-damages and fences, - - - - -		697,369 22
For locomotives, per last report, - - - - -	185,253 98	
For locomotives, paid during the past year, - - - - -	9,645 61	
Total amount expended for locomotives, - - - - -		194,899 59
For passenger and baggage cars, per last report, -	41,318 84	
For passenger and baggage cars, paid during the past year, - - - - -	10,556 36	
Total amount expended for passenger and baggage cars, - - - - -		51,875 20
For merchandise cars, per last report, - - - - -	171,155 74	
For merchandise cars, paid during the past year, -	243 58	
Total amount expended for merchandise cars, - - - - -		171,399 32
For engineering, per last report, - - - - -	35,015 33	
For engineering paid during the past year, - - - - -	8,341 95	
Total amount expended for engineering, - - - - -		43,357 28
For agencies and other expenses, per last report, -	None.	
For agencies and other expenses, paid during the past year, - - - - -	None.	
Total amount expended for agencies and other expenses, - - - - -	None.	
Total cost of road and equipment, - - - - -		3,445,791 65

CHARACTERISTICS OF ROAD.

Length of road, - - - - -	50 93-100 miles.
Length of single main track, - - - - -	All double track.
Length of double main track, - - - - -	50 93-100 miles.
Length of branches owned by the company, stating whether they have a single or double track, -	15 5-100 miles; single [track.
Aggregate length of sidings and other tracks, excepting main track and branches, - - - - -	11 91-1000 miles.
Weight of rail per yard in main road, - - - - -	56 to 58½ lbs.
Weight of rail per yard in branch roads, [excepting Lancaster and Sterling Branch, which is 49 lbs.]	56 lbs.
Specify the different weights per yard, - - - - -	Old track, 56 lbs.; new track, 58½ lbs.
Maximum grade, with its length in main road, -	40 feet; 5 12-100 miles in the aggregate, made up of four separate planes on different parts of the road.
Maximum grade, with its length in branch roads, -	15 feet; 1866 feet long.
Total rise and fall in main road, - - - - -	739½ ft. rise; 313½ ft. fall.
Total rise and fall in branch roads, - - - - -	2 7-10 ft. rise; 5 6-10 ft. [fall.
Shortest radius of curvature, with length of curve in main road, - - - - -	818 feet, and 500 feet long.
Shortest radius of curvature, with length of curve in branch roads, - - - - -	{ 573 feet; 300 feet long. (Ice tracks about ponds.)
Total degrees of curvature in main road, - - - - -	1694½°.
Total degrees of curvature in branch roads, - - - - -	456°.
Total length of straight line in main road, - - - - -	34 67-100 miles.
Total length of straight line in branches, - - - - -	3 8-10 miles, not including Lanc. & Sterling Branch, not yet finished.

Aggregate length of wooden truss bridges, -	-	490 feet.
Aggregate length of all other wooden bridges, -	-	6943 feet.
Aggregate length of iron bridges, -	-	None.
Whole length of road unfenced on both sides, -	-	None.
Number of public ways crossed at grade, [excepting Lancaster and Sterling Branch,] -	-	67 on main line and branch-
Number of railroads crossed at grade, -	-	Three. [es.
Remarks, -	-	
Way stations for express trains, -	-	South Acton, up; Concord,
Way stations for accommodation trains, -	-	15 on main line. [down.
Flag stations, -	-	9 on main line.
Whole number of way stations, -	-	23 on main line & branches.
Whole number of flag stations, -	-	16 on main line & branches.

DOINGS DURING THE YEAR.

Miles run by passenger trains, -	-	226,973
Miles run by freight trains, -	-	102,157
Miles run by other trains, -	-	18,742
Total miles run, -	-	347,872
Number of passengers carried in the cars, -	-	875,410
Number of passengers carried one mile, -	-	13,023,053
Number of tons of merchandise carried in the cars, -	-	287,032
Number of tons of merchandise carried one mile, -	-	6,385,507
Number of passengers carried one mile, to and from other roads, -	-	5,240,712
Number of tons carried one mile, to and from other roads, -	-	4,677,303
Rate of speed adopted for express passenger trains, including stops, -	-	30 79-100 miles per hour.
Average rate of speed actually attained by express passenger trains, including stops and detentions, -	-	29 27-100 do., very nearly.
Rate of speed adopted for accommodation trains, -	-	23 76-100 miles per hour.
Rate of speed actually attained by accommodation trains, including stops and detentions, -	-	22 85-100 miles per hour.
Average rate of speed actually attained by special trains, including stops and detentions, -	-	20 do., very nearly.
Average rate of speed adopted for freight trains, including stops and detentions, -	-	12 do., very nearly.
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, -	-	5,674,325
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, -	-	10,726,485

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, -	-	\$16,023 57
For repairs of wooden bridges, -	-	673 06
For renewals of iron, including laying down, -	-	Included in repairs of road.
For wages of switchmen, } \$26 07, 391 09 7-12,		\$4,693 15
For wages of gate-keepers, } \$29 10, 121 25,		1,455 00
For wages of signal-men, } \$29 14, 87 41 2-3,		1,049 00
For wages of watchmen, } \$30 43, 273 83 5-6,		3,286 06
Number of men employed, exclusive of those engaged in construction, -	-	298
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) -	-	401 81

For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - - -	\$270 56
Total for maintenance of way, - - -	27,852 21

MOTIVE POWER AND CARS.

For repairs of locomotives, - - -	\$14,920 59
For new locomotives to cover depreciation, - - -	None.
For repairs of passenger cars, - - -	7,694 99
For new passenger cars, to cover depreciation, - - -	None.
For repairs of merchandise cars, - - -	11,554 52
For new merchandise cars, to cover depreciation, - - -	565 00
For repairs of gravel and other cars, - - -	637 84
Total for maintenance of motive power and cars, - - -	35,372 94
Number of engines, - - -	25
Number of passenger cars, - - -	27 8-wheeled, 1 4-wheel'd.
Number of baggage cars, - - -	6 8- do.
Number of merchandise cars, - - -	478 4- do.
Number of gravel cars, - - -	57 4- do.

MISCELLANEOUS.

For fuel used by engines during the year, viz., -	
Wood, - - -	60,221 19
Coal, - - - [125 tons,]	812 50
For oil used by cars and engines, [and at stations,]	5,915 94
For waste and other material for cleaning, - - -	835 60
For salaries, wages and incidental expenses, charge- able to passenger department, - - -	35,815 07
For salaries, wages and incidental expenses, charge- able to freight department, - - -	44,956 26
For gratuities and damages, - - -	6,919 79
For taxes and insurance, - - -	5,855 54
For ferries, - - -	None.
For repairs of station buildings, aqueducts, fixtures, furniture, - - -	3,245 58
For interest, - - -	None.
For amount paid other companies, in tolls for pas- sengers, and freight carried on their roads, specify- ing each company, - - -	
For amount paid other companies as rent for use of their roads, specifying each company, - - -	
[Lexington and W. Camb. Railroad Co. \$6,434 37	
Peterboro' and Shirley do. 12,266 17	
	18,700 54
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - -	8,657 09
Total miscellaneous, - - -	191,935 10
Total expenditures for working the road, [including rents and proportion of earnings paid branch roads leased or operated by this company,] - - -	255,160 25

INCOME DURING THE YEAR.

For passengers:—

1. On main road, including branches owned by company, - - -	128,490 13
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2. To and from other roads, specifying what, [Lexington and West Cambridge, Peterborough and Shirley, Worcester and Nashua, Vermont and Massachusetts, and its connecting roads, -	\$84,577 82
<i>For freight :—</i>	
1. On main road and branches owned by company, -	126,463 46
2. To and from other connecting roads, - [Peterborough and Shirley, Stony Brook, Wor- cester and Nashua, Lexington and West Cam- bridge, and Vermont and Massachusetts, and its connecting roads, - - - -	135,698 47
U. S. mails, - - - -	3,936 50
Rents, [miscellaneous, &c.] - - - -	13,894 05
Total income, - - - -	\$493,060 43
Net earnings, after deducting expenses [and rents, and proportion of earnings paid branch roads leased or operated by this company, also deducting sun- dry accounts charged to profit and loss,] - -	237,900 18
DIVIDENDS.	
8 per cent. Total, - - - -	212,000 00
Surplus not divided, - - - -	164,606 25
Surplus last year, - - - -	145,938 04
Total surplus, [out of which the January dividend for six months (being \$106,000) is to be paid,] -	164,606 25
ESTIMATED DEPRECIATION BEYOND THE RENEW- ALS, VIZ.:	
Road and bridges, - - - -	The road, bridges, buildings, engines and cars, have been kept in good order. The contingent fund is in- tended to cover and make good any depreciation be- yond renewals and repairs.
Buildings, - - - -	
Engines and cars, - - - -	

The Lancaster and Sterling Branch Railroad is being constructed by this company, by authority of its charter; the grading is nearly finished, and the iron about half laid. The road will be finished the ensuing spring. The details will be given in the next Annual Report.

We have to report the following serious accidents :—

January 1, 1849. An Irish laborer was killed by jumping off a snow plough, in Charlestown.

February 24. A brakeman, by the name of Whitcomb, was killed by coming in contact with a bridge, while carelessly standing on the top of the cars, contrary to the rules of the road.

April 11. While the express train was waiting for the accommodation train, on a turnout at Littleton, the switchman turned the switch just as the accommodation train was approaching, and brought the accommodation train in contact with the express train. The engines and cars were somewhat injured, and two or three persons slightly bruised.

April 19. A milkman got on top of the cars to sweep the snow off, between South Acton and Concord, and persisted in remaining there

after being told to get down. His head came in contact with a bridge, and he was instantly killed.

July 26. A cow was run over at Leominster and the train thrown off the track, slightly injuring one passenger.

August 6. An Irishman jumped off the cars while in motion, to avoid paying his fare, and was killed.

August 24. An operative, by the name of Whitter, was injured by shackling cars together, at Charlestown, so that he died the next morning.

September 4. Mr. Joseph B. Swett was killed in Somerville, by attempting to drive over the crossing, ahead of the train, and against the remonstrance of the man at the crossing, and after the gate was shut.

September 14. Mr. Amos Fairbanks passed on to a platform between the two tracks at Somerville, with a basket on his arm, just as the two trains were approaching. His basket was struck by the up train, and he was thrown under the train, and instantly killed. He was cautioned not to go where he stood when he was struck.

October 23. A drunken Irishman was walking on the track, near Shirley station, and was struck by the freight train, and killed.

November 14. An Irishman was killed, by jumping from the cars while in motion, between Groton and Shirley.

December 1. While the gravel train was in motion, near Hardy's switch in Cambridge, a brake iron broke and let the brake on to the rail; when passing a frog it caught on the point of the frog, and threw the cars off the track, killing instantly four Irish laborers, who were riding on the cars, and slightly injuring two others.

December 10. An Irishman was killed on the Lexington and West Cambridge Road, by attempting to drive a wagon over a crossing, ahead of a train which was approaching.

Respectfully submitted, by

JACOB FORSTER,
HENRY TIMMINS,
HORATIO ADAMS,
N. F. CUNNINGHAM,
ISRAEL LONGLEY,
E. HASKET DERBY,
A. CROCKER,

Directors.

MIDDLESEX, ss. *January 25, 1850.* Then personally appeared the above named Jacob Forster, Henry Timmins, Horatio Adams, N. F. Cunningham, Israel Longley, E. Hasket Derby, and Alvah Crocker, and made oath that the above report is true, according to their best knowledge and belief. Before me, S. M. FELTON, *Justice of the Peace.*

THIRD ANNUAL REPORT

OF THE

FITCHBURG AND WORCESTER RAILROAD
COMPANY.

*Return of the Fitchburg and Worcester Railroad, under the Act of May 1, 1849,
chap. 191.*

Capital stock, - - - [allowed by charter,]		\$500,000 00
Increase of capital since last report, - - -		
Capital paid in per last report, - - -	\$52,184 00	
Capital paid in since last report, - - -	55,048 00	
Total amount of capital stock paid in, - - -		107,232 00
Funded debt, per last report, - - -	None.	
Funded debt paid since last report, - - -	do	
Funded debt, increase of, since last report, - - -	do	
Total present amount of funded debt, - - -		37,447 45
Floating debt, per last report, - - -	1,600 00	
Floating debt paid since last report, - - -	1,600 00	
Floating debt, increase of, since last report, - - -	None.	
Total present amount of floating debt, - - -	do	
Total present amount of funded and floating debt, - - -		37,447 45
Average rate of interest per annum paid during the year, - - -		Six and 53-100 per cent.
Maximum amount of debt for each month during the year, viz.: January, \$3,600; February, \$3,600; March, \$3,600; April, \$5,462 10; May, \$7,262 10; June, \$8,343 61; July, \$10,322 25; August, \$10,322 25; September, \$11,697 25; October, \$15,817 25; November, \$37,759 55; December, \$37,859 55.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report, -	42,540 67	
For graduation and masonry paid during the past year, - - -	32,325 62	
Total amount expended for graduation and masonry, -		74,866 29
For wooden bridges, per last report, - - -		
For wooden bridges paid during the past year, -	1,617 96	
Total amount expended for wooden bridges, - - -		1,617 96
Total amount expended for iron bridges, (if any,) -	None.	
For superstructure, including iron, per last report, -	do	
For superstructure, including iron, paid during the past year, - - -	57,947 52	
Total amount expended for superstructure, including iron, - - -		57,947 52
For stations, buildings and fixtures, per last report, -	None.	
For stations, buildings and fixtures, paid during the past year, - - -	do	

Total amount expended for stations, buildings and fixtures, - - - - -	None.	
For land, land-damages and fences, per last report, -	\$3,677	50
For land, land-damages and fences, paid during the past year, - - - - -	8,732	90
Total amount expended for land, land-damages and fences, - - - - -		\$12,410 40
For locomotives, per last report, - - - - -	None.	
For locomotives, paid during the past year, - - - - -	do	
Total amount expended for locomotives, - - - - -	do	
For passenger and baggage cars, per last report, - - - - -	do	
For passenger and baggage cars, paid during the past year, - - - - -	do	
Total amount expended for passenger and baggage cars, - - - - -	do	
For merchandise cars, per last report, - - - - -	do	
For merchandise cars, paid during the past year, - - - - -	do	
Total amount expended for merchandise cars, - - - - -	do	
For engineering, per last report, - - - - -	3,763	92
For engineering paid during the past year, - - - - -	2,597	29
Total amount expended for engineering, - - - - -		6,361 21
For agencies and other expenses, per last report, - - - - -		
For agencies and other expenses, paid during the past year, - - - - -		
Total amount expended for agencies and other expenses, - - - - -		
Total cost of road and equipment, - - - - -		

CHARACTERISTICS OF ROAD.

Length of road, - - - - -	Road is not yet completed.
Length of single main track, - - - - -	
Length of double main track, - - - - -	
Length of branches owned by the company, stating whether they have a single or double track, - - - - -	
Aggregate length of sidings and other tracks, excepting main track and branches, - - - - -	
Weight of rail per yard in main road, - - - - -	
Weight of rail per yard in branch roads, - - - - -	
Specify the different weights per yard, - - - - -	
Maximum grade, with its length in main road, - - - - -	
Maximum grade, with its length in branch roads, - - - - -	
Total rise and fall in main road, - - - - -	
Total rise and fall in branch roads, - - - - -	
Shortest radius of curvature, with length of curve in main road, - - - - -	
Shortest radius of curvature, with length of curve in branch roads, - - - - -	
Total degrees of curvature in main road, - - - - -	
Total degrees of curvature in branch roads, - - - - -	
Total length of straight line in main road, - - - - -	
Total length of straight line in branches, - - - - -	
Aggregate length of wooden truss bridges, - - - - -	
Aggregate length of all other wooden bridges, - - - - -	
Aggregate length of iron bridges, - - - - -	
Whole length of road unfenced on both sides, - - - - -	
Number of public ways crossed at grade, - - - - -	
Number of railroads crossed at grade, - - - - -	
Remarks, - - - - -	
Way stations for express trains, - - - - -	
Way stations for accommodation trains, - - - - -	

Flag stations,	-	-	-	-	Road is not yet completed.
Whole number of way stations,	-	-	-	-	
Whole number of flag stations,	-	-	-	-	

DOINGS DURING THE YEAR.

Miles run by passenger trains,	-	-	-	-
Miles run by freight trains, -	-	-	-	-
Miles run by other trains, -	-	-	-	-
Total miles run,	-	-	-	-
Number of passengers carried in the cars,	-	-	-	-
Number of passengers carried one mile,	-	-	-	-
Number of tons of merchandise carried in the cars,	-	-	-	-
Number of tons of merchandise carried one mile,	-	-	-	-
Number of passengers carried one mile, to and from other roads,	-	-	-	-
Number of tons carried one mile, to and from other roads,	-	-	-	-
Rate of speed adopted for express passenger trains, including stops,	-	-	-	-
Average rate of speed actually attained by express passenger trains, including stops and detentions,	-	-	-	-
Rate of speed adopted for accommodation trains,	-	-	-	-
Rate of speed actually attained by accommodation trains, including stops and detentions,	-	-	-	-
Average rate of speed actually attained by special trains, including stops and detentions,	-	-	-	-
Average rate of speed adopted for freight trains, including stops and detentions,	-	-	-	-
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile,	-	-	-	-
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,	-	-	-	-

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron,	-	-	-
For repairs of wooden bridges,	-	-	-
For renewals of iron, including laying down,	-	-	-
For wages of switchmen, average per month, \$	-	-	-
For wages of gate-keepers, average per month, \$	-	-	-
For wages of signal-men, average per month, \$	-	-	-
For wages of watchmen, average per month, \$	-	-	-
Number of men employed, exclusive of those engaged in construction,	-	-	-
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam power used,)	-	-	-
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	-	-	-
Total for maintenance of way,	-	-	-

MOTIVE POWER AND CARS.

For repairs of locomotives,	-	-	-
For new locomotives, to cover depreciation,	-	-	-
For repairs of passenger cars,	-	-	-
For new passenger cars, to cover depreciation,	-	-	-
For repairs of merchandise cars,	-	-	-
For new merchandise cars, to cover depreciation,	-	-	-
For repairs of gravel and other cars,	-	-	-
Total for maintenance of motive power and cars,	-	-	-
Number of engines,	-	-	-

Number of passenger cars, -	-	-	-
Number of baggage cars, -	-	-	-
Number of merchandise cars, -	-	-	-
Number of gravel cars, -	-	-	-

MISCELLANEOUS.

For fuel used by engines during the year, viz.:		
[For preparation of wood now on hand, -	-	\$125 50
Coal, -	-	-
For oil used by cars and engines, -	-	-
For waste and other material for cleaning, -	-	-
For salaries, wages and incidental expenses, chargeable to passenger department, -	-	-
For salaries, wages and incidental expenses, chargeable to freight department, -	-	-
For gratuities and damages, -	-	-
For taxes and insurance, -	-	9 87
For ferries, -	-	-
For repairs of station buildings, aqueducts, fixtures, furniture, -	-	-
For interest, -	-	-
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, -	-	-
For amount paid other companies, as rent for use of their roads, specifying each company, -	-	-
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, -	-	878 62
Total miscellaneous, -	-	-
Total expenditures for working the road, -	-	-

INCOME DURING THE YEAR.

For passengers:—

1. On main road, including branches owned by company, -
2. To and from other roads, specifying what, -

For freight:—

1. On main road and branches owned by company,
 2. To and from other connecting roads, -
- | | | | |
|---|---|---|---|
| U. S. mails, - | - | - | - |
| Rents, - | - | - | - |
| Total income, - | - | - | - |
| Net earnings, after deducting expenses, - | - | - | - |

DIVIDENDS.

Per cent. Total, -	-	-	-
Surplus not divided, -	-	-	-
Surplus last year, -	-	-	-
Total surplus, -	-	-	-

ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:

Road and bridges, -	-	-	-
Buildings, -	-	-	-
Engines and cars, -	-	-	-

As the road is unfinished, but in progress towards completion, the questions unanswered have no application at present to this company.

CHARLES W. WILDER,
NATH'L WOOD,
JOEL PRATT,
JOHN T. FARWELL,
SAM'L HAUGHTON,
CYRUS HOLBROOK,
JAMES H. CARTER,
IVERS PHILLIPS,

Directors of W. & F. Railroad Co.

Leominster, January 1, 1850.

WORCESTER, ss. *January 1, 1850.* Then personally appeared the above named Charles W. Wilder, Nath'l Wood, Joel Pratt, John T. Farwell, Samuel Haughton, Cyrus Holbrook, James H. Carter, and Ivers Phillips, and made oath that the foregoing return, by them subscribed, is correct and true, according to their best knowledge and belief.

Before me, NOAH R. HARLOW, *Justice of the Peace.*

SECOND ANNUAL REPORT

OF THE

FRAMINGHAM BRANCH RAILROAD COMPANY.

To the Honorable, the Legislature of the Commonwealth of Massachusetts :

The Directors of the Framingham Branch Railroad Company make the Second Annual Report, as follows :

At a meeting of the company in March last, the directors were authorized to proceed in the construction of the road, should they deem it advisable.

The amount subscribed not being sufficient to complete the road, and the difficulty of obtaining the funds necessary for the object, determined the directors not to proceed.

The directors are of opinion that the road is needed, and that the sum necessary to construct the road can be had at some future day ; and, as the time limited by the act for completing the road, expires on the 16th of April next, they will petition the present legislature for an extension of time.

No assessment has yet been laid, and no expenses have been incurred the past year.

All which is respectfully submitted,

EBEN. BARKER,
JOHN WENZELL,
MARSHALL JONES.

Framingham, January 28, 1850.

MIDDLESEX, ss. *January 28, 1850.* Then the above named Ebenezer Barker, John Wenzell, and Marshall Jones, made oath that the above return, by them subscribed, is true, according to their best knowledge and belief. Before me,

JOSIAH ADAMS, *Justice of the Peace.*

FOURTH ANNUAL REPORT

OF THE

GRAND JUNCTION RAILROAD AND DEPOT
COMPANY.

Return of the Grand Junction Railroad and Depot Company, January 1, 1850, under the Act of May 1, 1849, chap. 191.

Capital stock, - - - -	\$1,200,000 00
Increase of capital since last report, - - -	
Capital paid in per last report, - - -	\$538,291 66
Capital paid in since last report, - - -	93,803 58
Total amount of capital stock paid in, - - -	631,095 24
Funded debt, per last report, - - -	
Funded debt paid since last report, - - -	
Funded debt, increase of, since last report, - - -	
Total present amount of funded debt, - - -	
Floating debt, per last report, - - -	54,957 76
Floating debt paid since last report, - - -	48,293 90
Floating debt, increase of, since last report, - - -	10,496 03
Total present amount of floating debt, - - -	65,453 79
Total present amount of funded and floating debt, - - -	
Average rate of interest per annum paid during the year, - - - -	6 per cent.
Maximum amount of debt for each month during the year, viz.: January, \$ - - - ; February, \$3,000 00; March, \$3,950 00; April, \$6,100 00; May, \$4,633 00; June, \$6,505 12; July, \$4,810 90; August, - - - ; September, \$619 84; October, \$16,536 34; November, \$1,128 84; December, \$1,010 46.	
COST OF ROAD AND EQUIPMENT.	
For graduation and masonry, per last report, - - -	18,244 57
For graduation and masonry paid during the past year, - - - -	
Total amount expended for graduation and masonry, - - -	18,244 57
For wooden bridges, per last report, - - -	
For wooden bridges paid during the past year, - - -	2,700 00
Total amount expended for wooden bridges, - - -	2,700 00
Total amount expended for iron bridges, (if any,) - - -	
For superstructure, including iron, per last report, - - -	
For superstructure, including iron, paid during the past year, - - -	
Total amount expended for superstructure, including iron, - - - -	
For stations, buildings and fixtures, per last report, - - -	
For stations, buildings and fixtures, paid during the past year, - - -	
Total amount expended for stations, buildings and fixtures, - - - -	

For land, land-damages and fences, per last report,	\$534,831 76	
For land, land-damages and fences, paid during the past year, [and dredging docks,] - - -	94,464 11	
Total amount expended for land, land-damages and fences, [&c.] - - - - -		\$629,295 87
For locomotives, per last report, - - - - -		
For locomotives, paid during the past year, - - -		
Total amount expended for locomotives, - - -		
For passenger and baggage cars, per last report, -		
For passenger and baggage cars, paid during the past year, - - - - -		
Total amount expended for passenger and baggage cars, - - - - -		
For merchandise cars, per last report, - - - - -		
For merchandise cars, paid during the past year, -		
Total amount expended for merchandise cars, - - -		
For engineering, per last report, - - - - -	3,039 53	
For engineering paid during the past year, - - -	1,854 50	
Total amount expended for engineering, - - - - -		4,894 03
For agencies and other expenses, per last report, -		
For agencies and other expenses, paid during the past year, - - - - -		
Total amount expended for agencies and other expenses, - - - - -		
Total cost of road and equipment, - - - - -		

CHARACTERISTICS OF ROAD.

Length of road, - - - - -	6.18 miles.
Length of single main track, - - - - -	
Length of double main track, - - - - -	
Length of branches owned by the company, stating whether they have a single or double track, -	
Aggregate length of sidings and other tracks, excepting main track and branches, - - - - -	
Weight of rail per yard in main road, - - - - -	
Weight of rail per yard in branch roads, - - - - -	
Specify the different weights per yard, - - - - -	
Maximum grade, with its length in main road, -	43.45 for 800 feet.
Maximum grade, with its length in branch roads, -	
Total rise and fall in main road, - - - - -	
Total rise and fall in branch roads, - - - - -	
Shortest radius of curvature, with length of curve in main road, - - - - -	315 for 391 feet.
Shortest radius of curvature, with length of curve in branch roads, - - - - -	
Total degrees of curvature in main road, - - -	400° 35'.
Total degrees of curvature in branch roads, - -	
Total length of straight line in main road, - -	22,499 feet.
Total length of straight line in branches, - - -	
Aggregate length of wooden truss bridges, - - -	
Aggregate length of all other wooden bridges, -	Now finished, 580 feet.
Aggregate length of iron bridges, - - - - -	
Whole length of road unfenced on both sides, - -	
Number of public ways crossed at grade, - - -	
Number of railroads crossed at grade, - - - - -	One.
Remarks, - - - - -	
Way stations for express trains, - - - - -	
Way stations for accommodation trains, - - - -	
Flag stations, - - - - -	

Whole number of way stations,	-	-	-
Whole number of flag stations,	-	-	-

DOINGS DURING THE YEAR.

Miles run by passenger trains,	-	-	-
Miles run by freight trains,	-	-	-
Miles run by other trains,	-	-	-
Total miles run,	-	-	-
Number of passengers carried in the cars,	-	-	-
Number of passengers carried one mile,	-	-	-
Number of tons of merchandise carried in the cars,	-	-	-
Number of tons of merchandise carried one mile,	-	-	-
Number of passengers carried one mile, to and from other roads,	-	-	-
Number of tons carried one mile, to and from other roads,	-	-	-
Rate of speed adopted for express passenger trains, including stops,	-	-	-
Average rate of speed actually attained by express passenger trains, including stops and detentions,	-	-	-
Rate of speed adopted for accommodation trains,	-	-	-
Rate of speed actually attained by accommodation trains, including stops and detentions,	-	-	-
Average rate of speed actually attained by special trains, including stops and detentions,	-	-	-
Average rate of speed adopted for freight trains, including stops and detentions,	-	-	-
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile,	-	-	-
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,	-	-	-

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron,	-	-	-
For repairs of wooden bridges,	-	-	-
For renewals of iron, including laying down,	-	-	-
For wages of switchmen, average per month, \$	-	-	-
For wages of gate-keepers, average per month, \$	-	-	-
For wages of signal-men, average per month, \$	-	-	-
For wages of watchmen, average per month, \$	-	-	-
Number of men employed exclusive of those engaged in construction,	-	-	-
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	-	-	-
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	-	-	-
Total for maintenance of way,	-	-	-

MOTIVE POWER AND CARS.

For repairs of locomotives,	-	-	-
For new locomotives, to cover depreciation,	-	-	-
For repairs of passenger cars,	-	-	-
For new passenger cars, to cover depreciation,	-	-	-
For repairs of merchandise cars,	-	-	-
For new merchandise cars, to cover depreciation,	-	-	-
For repairs of gravel and other cars,	-	-	-
Total for maintenance of motive power and cars,	-	-	-
Number of engines,	-	-	-
Number of passenger cars,	-	-	-

Number of baggage cars, -	-	-	-	-
Number of merchandise cars, -	-	-	-	-
Number of gravel cars, -	-	-	-	-

MISCELLANEOUS.

For fuel used by engines during the year, viz.,				
Wood, -	-	-	-	-
Coal, -	-	-	-	-
For oil used by cars and engines, -	-	-	-	-
For waste and other material for cleaning, -	-	-	-	-
For salaries, wages and incidental expenses, chargeable to passenger department, -	-	-	-	-
For salaries, wages and incidental expenses, chargeable to freight department, -	-	-	-	-
For gratuities and damages, -	-	-	-	-
For taxes and insurance, -	-	-	-	-
For ferries, -	-	-	-	-
For repairs of station buildings, aqueducts, fixtures, furniture, -	-	-	-	-
For interest [on debt and to stockholders,] -	-	-	-	-
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, -	-	-	-	-
For amount paid other companies as rent for use of their roads, specifying each company, -	-	-	-	-
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, -	-	-	-	-
Total miscellaneous, -	-	-	-	-
Total expenditures for working the road, -	-	-	-	-

\$27,685 50

4,425 59

INCOME DURING THE YEAR.

For passengers :—

1. On main road, including branches owned by company, -	-	-	-	-
2. To and from other roads, specifying what, -	-	-	-	-

1,321 68

For freight :—

1. On main road and branches owned by company, -	-	-	-	-
2. To and from other connecting roads, -	-	-	-	-
U. S. Mails, -	-	-	-	-
Rents, -	-	-	-	-
Total income, -	-	-	-	-
Net earnings, after deducting expenses, -	-	-	-	-

DIVIDENDS.

per cent. Total, -	-	-	-	-
Surplus not divided, -	-	-	-	-
Surplus last year, -	-	-	-	-
Total surplus, -	-	-	-	-

198 02

1,050 60

ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:

Road and bridges, -	-	-	-	-
Buildings, -	-	-	-	-
Engines and cars, -	-	-	-	-

SAM'L S. LEWIS,
DAVID HENSHAW,
ICHABOD GOODWIN,

Boston, Jan. 1, 1850.

Directors.

SUFFOLK, ss. *Boston, January, 1850.* Then personally appeared Sam'l S. Lewis, David Henshaw, and Ichabod Goodwin, directors in the Grand Junction Railroad and Depot Company, and severally made oath that the foregoing report, by them subscribed, is true, according to their best knowledge and belief. Before me,

J. P. ROBINSON, *Justice of the Peace.*

SEVENTH ANNUAL REPORT

OF THE

HARTFORD AND NEW HAVEN RAILROAD
COMPANY.

*Return of the Hartford and New Haven Railroad, under the Act of May 1, 1849,
chap. 191.*

Capital stock, [allowed by the charter in Mass.]	-	-	\$300,000 00
Increase of capital since last report,	-	-	{ The capital stock has been merged in the capital stock of the Hartford and New Haven Railroad, in Connecticut, according to the provisions of the charter and amendments thereto.
Capital paid in per last report,	-	-	
Capital paid in since last report,	-	-	
Total amount of capital stock paid in,	-	-	
Funded debt per last report,	-	-	
Funded debt paid since last report, [of the Hartford and New Haven Railroad Company,]	-	-	\$33,000 00
Funded debt, increase of, since last report,	-	-	None.
Total present amount of funded debt, [of the Hartford and New Haven Railroad Co. in Conn. and Mass.]			472,000 00
Floating debt, per last report,	-	-	
Floating debt paid since last report,	-	-	22,000 00
Floating debt, increase of, since last report,	-	-	
Total present amount of floating debt, [of the Hartford and New Haven Railroad Co. in Conn. and Mass.]			43,000 00
Total present amount of funded and floating debt, [of the Hartford and New Haven Railroad Co.,]	-	-	515,000 00
Average rate of interest per annum paid during the year,	-	-	{ 7 per cent. on funded, and 6 per cent. on floating debt.
Maximum amount of debt for each month during the year, viz.: January, \$570,000; February, \$560,000; March, \$583,000; April, \$577,000; May, \$574,000; June, \$539,000; July, \$538,000; August, \$516,000; September, \$515,000; October, \$515,000; November, \$515,000; December, \$515,000.			
COST OF ROAD AND EQUIPMENT.			
For graduation and masonry, per last report,	-	-	{
For graduation and masonry paid during the past year,	-	-	
Total amount expended for graduation and masonry,	-	-	
For wooden bridges, per last report,	-	-	
For wooden bridges paid during the past year,	-	-	
Total amount expended for wooden bridges,	-	-	

Total amount expended for iron bridges, (if any),	-	\$171,161 66
For superstructure, including iron, per last report,	-	
For superstructure, including iron, paid during the past year,	-	
Total amount expended for superstructure, including iron, [and land for road-way, and fencing,]	-	
For stations, buildings and fixtures, per last report,	-	
For stations, buildings and fixtures, paid during the past year,	-	
Total amount expended for stations, buildings and fixtures,	-	17,132 39
For land, land-damages and fences, per last report,	-	
For land, paid during the past year,	-	8,490 67
Total amount expended for land, [exclusive of road way,]	-	44,555 77
For locomotives, per last report,	-	
For locomotives, paid during the past year,	-	
Total amount expended for locomotives,	-	
For passenger and baggage cars, per last report,	-	
For passenger and baggage cars, paid during the past year,	-	
Total amount expended for passenger and baggage cars,	-	
For merchandise cars, per last report,	-	
For merchandise cars, paid during the past year,	-	
Total amount expended for merchandise cars,	-	
For engineering, per last report,	-	
For engineering paid during the past year,	-	
Total amount expended for engineering,	-	
For agencies and other expenses, per last report,	-	
For agencies and other expenses, paid during the past year,	-	
Total amount expended for agencies and other expenses,	-	
Total cost of road and equipment,	-	
CHARACTERISTICS OF ROAD.		
Length of road,	-	5.87 miles.
Length of single main track,	-	5.87 do
Length of double main track,	-	.40 do
Length of branches owned by the company, stating whether they have a single or double track,	-	None.
Aggregate length of sidings and other tracks, excepting main track and branches,	-	
Weight of rail per yard in main road,	-	54 lbs.
Weight of rail per yard in branch roads,	-	
Specify the different weights per yard,	-	54 lbs. [miles.
Maximum grade, with its length in main road,	-	17.58 feet ; length, 52-100
Maximum grade, with its length in branch roads,	-	
Total rise and fall in main road,	-	31.61 feet.
Total rise and fall in branch roads,	-	
Shortest radius of curvature, with length of curve in main road,	-	477½ ft. ; length, 1-10 mile.
Shortest radius of curvature, with length of curve in branch roads,	-	
Total degrees of curvature in main road,	-	227°
Total degrees of curvature in branch roads,	-	
Total length of straight line in main road,	-	4.25 miles.
Total length of straight line in branches,	-	
Aggregate length of wooden truss bridges,	-	About 120 feet.

Aggregate length of all other wooden bridges,	-	
Aggregate length of iron bridges,	-	
Whole length of road unfenced on both sides,	-	
Number of public ways crossed at grade,	-	Seven.
Number of railroads crossed at grade,	-	
Remarks,	-	
Way stations for express trains,	-	None.
Way stations for accommodation trains,	-	None.
Flag stations,	-	One, (Longmeadow.)
Whole number of way stations,	-	
Whole number of flag stations,	-	One.

DOINGS DURING THE YEAR.

Miles run by passenger trains,	-	-	15,221 miles.
Miles run by freight trains,	-	-	4,762 do
Miles run by other trains,	-	-	122 do
Total miles run,	-	-	20,105 do
Number of passengers carried in the cars,	-	-	164,230
Number of passengers carried one mile,	-	-	
Number of tons of merchandise carried in the cars,	-	-	55,513
Number of tons of merchandise carried one mile,	-	-	333,078
Number of passengers carried one mile, to and from other roads,	-	-	
Number of tons carried one mile, to and from other roads,	-	-	
Rate of speed adopted for express passenger trains, including stops,	-	-	39 miles per hour.
Average rate of speed actually attained by express passenger trains, including stops and detentions,	-	-	39 do do
Rate of speed adopted for accommodation trains,	-	-	30 do do
Rate of speed actually attained by accommodation trains, including stops and detentions,	-	-	23 do do
Average rate of speed actually attained by special trains, including stops and detentions,	-	-	None.
Average rate of speed adopted for freight trains, including stops and detentions,	-	-	12 miles per hour.
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile,	-	-	547,956
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,	-	-	333,078

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron,	-	-	} \$2,705 06
For repairs of wooden bridges,	-	-	
For renewals of iron, including laying down,	-	-	
For wages of switchmen, average per month, \$26 00,	-	-	
For wages of gate-keepers, average per month, None,	-	-	
For wages of signal-men, average per month, None,	-	-	} Total, 672 00
For wages of watchmen, average per month, \$30 00,	-	-	
Number of men employed, exclusive of those engaged in construction,	-	-	24
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	-	-	} Operated and paid by the Hartford and New Haven Railroad Company in Connecticut.
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	-	-	
Total for maintenance of way,	-	-	

MOTIVE POWER AND CARS.

For repairs of locomotives, -	-	-	-
For new locomotives, to cover depreciation, -	-	-	-
For repairs of passenger cars, -	-	-	-
For new passenger cars, to cover depreciation, -	-	-	-
For repairs of merchandise cars, -	-	-	-
For new merchandise cars, to cover depreciation, -	-	-	-
For repairs of gravel and other cars, -	-	-	-
Total for maintenance of motive power and cars, -	-	-	-
Number of engines, -	-	-	-
Number of passenger cars, -	-	-	-
Number of baggage cars, -	-	-	-
Number of merchandise cars, -	-	-	-
Number of gravel cars, -	-	-	-

Owned and operated by
the Hartford and New
Haven Railroad Compa-
ny in Connecticut.

MISCELLANEOUS.

For fuel used by engines during the year, viz. :	-	-	-
Wood, -	-	-	-
Coal, -	-	-	-
For oil used by cars and engines, -	-	-	-
For waste and other material for cleaning, -	-	-	-
For salaries, wages and incidental expenses, charge- able to passenger department, -	-	-	-
For salaries, wages and incidental expenses, charge- able to freight department, -	-	-	-
For gratuities and damages, -	-	-	-
For taxes and insurance, -	-	-	-
For ferries, -	-	-	-
For repairs of station buildings, aqueducts, fixtures, furniture, -	-	-	-
For interest, -	-	-	-
For amount paid other companies, in tolls for pas- sengers, and freight carried on their roads, specify- ing each company, -	-	-	-
For amount paid other companies, as rent for use of their roads, specifying each company, -	-	-	-
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, -	-	-	-
Total miscellaneous, -	-	-	-
Total expenditures for working the road, -	-	-	-

Paid by the Hartford and
New Haven Railroad
Company in Connecti-
cut.

INCOME DURING THE YEAR.

For passengers :—

1. On main road, including branches owned by company, -
2. To and from other roads, specifying what, -

For freight :—

1. On main road and branches owned by company, -
2. To and from other connecting roads, -

U. S. Mails, -	-	-	-
Rents, -	-	-	-
Total income, -	-	-	-
Net earnings, after deducting expenses, -	-	-	-

To the Hartford and New
Haven Railroad Com-
pany in Connecticut.

DIVIDENDS.

per cent. Total, -	-	-	-
Surplus not divided, -	-	-	-
Surplus last year, -	-	-	-
Total surplus, -	-	-	-

To the Hartford and New
Haven Railroad Com-
pany in Connecticut.

ESTIMATED DEPRECIATION BEYOND THE RENEW-
ALS, VIZ.:

Road and bridges,	-	-	-	-	-
Buildings,	-	-	-	-	-
Engines and cars,	-	-	-	-	-

This 5.87 miles of road forms a portion of the railroad from New Haven to Springfield, which is sixty-two miles in length, and no separate account is kept of the receipts and expenses of that part of the road within the State of Massachusetts.

All which is respectfully submitted.

C. F. POND,
C. W. CHAPIN,
WILLIAM DWIGHT,
Directors.

Boston, Feb. 14, 1850.

SUFFOLK, SS. *Boston, Feb. 14, 1850.* Then personally appeared C. F. Pond, C. W. Chapin, and William Dwight, and made oath that the within return, by them signed, is, to their best knowledge and belief, true. Before me,

CHARLES HAYWARD, *Justice of the Peace.*

FIRST ANNUAL REPORT

OF THE

HARVARD BRANCH RAILROAD COMPANY.

Return of the Harvard Branch Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock,	-	-	-	\$40,000 00
Increase of capital since last report,	-	-	-	None.
Capital paid in per last report,	-	-	-	do
Capital paid in since last report,	-	-	-	6,810 00
Total amount of capital stock paid in,	-	-	-	\$6,810 00
Funded debt, per last report,	-	-	-	None.
Funded debt paid since last report,	-	-	-	do
Funded debt, increase of, since last report,	-	-	-	do
Total present amount of funded debt,	-	-	-	do
Floating debt, per last report,	-	-	-	do
Floating debt paid since last report,	-	-	-	do
Floating debt, increase of, since last report,	-	-	-	do
Total present amount of floating debt,	-	-	-	do
Total present amount of funded and floating debt,	-	-	-	do
Average rate of interest per annum paid during the year,	-	-	-	do
Maximum amount of debt for each month during the year, viz.: January, \$				} do
; February, \$				
; March, \$				
May, \$; June, \$				
\$; August, \$				
\$; October, \$				
\$; December, \$				
COST OF ROAD AND EQUIPMENT.				
For graduation and masonry, per last report,	-	-	-	Nothing.
For graduation and masonry paid during the past year,	-	-	-	334 24
Total amount expended for graduation and masonry,	-	-	-	334 24
For wooden bridges, per last report,	-	-	-	None.
For wooden bridges paid during the past year,	-	-	-	Nothing.
Total amount expended for wooden bridges,	-	-	-	do
Total amount expended for iron bridges, (if any),	-	-	-	do
For superstructure, including iron, per last report,	-	-	-	do
For superstructure, including iron, paid during the past year,	-	-	-	1,355 33
Total amount expended for superstructure, including iron,	-	-	-	1,355 33
For stations, buildings and fixtures, per last report,	-	-	-	Nothing.
For stations, buildings and fixtures, paid during the past year,	-	-	-	1,307 00
Total amount expended for stations, buildings and fixtures,	-	-	-	1,307 00
For land, land-damages and fences, per last report,	-	-	-	Nothing.

For land, land-damages and fences, paid during the past year, - - - - -	Nothing.	
Total amount expended for land, land-damages and fences, - - - - -	do	
For locomotives, per last report, - - - - -	do	
For locomotives, paid during the past year, - - - - -	do	
Total amount expended for locomotives, - - - - -	do	
For passenger and baggage cars, per last report, - - - - -	do	
For passenger and baggage cars, paid during the past year, - - - - -	do	
Total amount expended for passenger and baggage cars, - - - - -	do	
For merchandise cars, per last report, - - - - -	do	
For merchandise cars, paid during the past year, - - - - -	do	
Total amount expended for merchandise cars, - - - - -	do	
For engineering, per last report, - - - - -	do	
For engineering paid during the past year, - - - - -	\$100 00	
Total amount expended for engineering, - - - - -		\$100 00
For agencies and other expenses, per last report, - - - - -	Nothing.	
For agencies and other expenses, paid during the past year, - - - - -	do	
Total amount expended for agencies and other expenses, - - - - -	do	
Total cost of road and equipment, - - - - -		3,096 57

CHARACTERISTICS OF ROAD.

Length of road, - - - - -	3,673 feet.
Length of single main track, - - - - -	3,673 do
Length of double main track, - - - - -	None.
Length of branches owned by the Company, stating whether they have a single or double track, - - - - -	do
Aggregate length of sidings and other tracks, excepting main track and branches, - - - - -	555 feet.
Weight of rail per yard in main road, - - - - -	49 lbs.
Weight of rail per yard in branch roads, - - - - -	None.
Specify the different weights per yard, - - - - -	
Maximum grade, with its length in main road, - - - - -	37 feet per mile for 600 ft.
Maximum grade, with its length in branch roads, - - - - -	[to Fitchburg Railroad.
Total rise and fall in main road, - - - - -	9.7 feet fall from Cambridge
Total rise and fall in branch roads, - - - - -	
Shortest radius of curvature, with length of curve in main road, - - - - -	Rad. 451 ft.; length 239 ft.
Shortest radius of curvature, with length of curve in branch roads, - - - - -	
Total degrees of curvature in main road, - - - - -	102°
Total degrees of curvature in branch roads, - - - - -	
Total length of straight line in main road, - - - - -	2,240 feet.
Total length of straight line in branches, - - - - -	
Aggregate length of wooden truss bridges, - - - - -	None.
Aggregate length of all other wooden bridges, - - - - -	do
Aggregate length of iron bridges, - - - - -	do
Whole length of road unfenced on both sides, - - - - -	do
Number of public ways crossed at grade, - - - - -	Two.
Number of railroads crossed at grade, - - - - -	None.
Remarks, - - - - -	
Way stations for express trains, - - - - -	do
Way stations for accommodation trains, - - - - -	One station at terminus.
Flag stations, - - - - -	None.
Whole number of way stations, - - - - -	One.
Whole number of flag stations, - - - - -	None.

DOINGS DURING THE YEAR.

Miles run by passenger trains, - - -	The road was finished and
Miles run by freight trains, - - -	open for travel, on the 31st
Miles run by other trains, - - -	of December, 1849.
Total miles run, - - -	
Number of passengers carried in the cars, - -	
Number of passengers carried one mile, - -	
Number of tons of merchandise carried in the cars, -	
Number of tons of merchandise carried one mile, -	
Number of passengers carried one mile, to and from other roads, - - -	
Number of tons carried one mile, to and from other roads, - - -	
Rate of speed adopted for express passenger trains, including stops, - - -	
Average rate of speed actually attained by express passenger trains, including stops and detentions, -	
Rate of speed adopted for accommodation trains, -	
Rate of speed actually attained by accommodation trains, including stops and detentions, -	
Average rate of speed actually attained by special trains, including stops and detentions, - -	
Average rate of speed adopted for freight trains, including stops and detentions, - - -	
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, - -	
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, - -	

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, - -	
For repairs of wooden bridges, - - -	
For renewals of iron, including laying down, - -	
For wages of switchmen, average per month, \$ - -	} Total,
For wages of gate-keepers, average per month, \$ - -	
For wages of signal-men, average per month, \$ - -	
For wages of watchmen, average per month, \$ - -	
Number of men employed, exclusive of those engaged in construction, - - -	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) -	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - -	
Total for maintenance of way, - - -	

MOTIVE POWER AND CARS.

For repairs of locomotives, - - -	The corporation owns no cars
For new locomotives, to cover depreciation, - -	nor locomotives. The road
For repairs of passenger cars, - - -	is operated by the Fitch-
For new passenger cars, to cover depreciation, -	burg Railroad Company,
For repairs of merchandise cars, - - -	who pay all expenses ex-
For new merchandise cars, to cover depreciation, -	cept repairs, at fifty cents
For repairs of gravel and other cars, - - -	a mile, under a verbal
Total for maintenance of motive power and cars, -	contract.
Number of engines, - - -	
Number of passenger cars, - - -	
Number of baggage cars, - - -	
Number of merchandise cars, - - -	
Number of gravel cars, - - -	

MISCELLANEOUS.					
For fuel used by engines during the year, viz.:	-	-	-	-	None.
Wood, - - - - -	-	-	-	-	
Coal, - - - - -	-	-	-	-	
For oil used by cars and engines, - - -	-	-	-	-	
For waste and other material for cleaning, -	-	-	-	-	
For salaries, wages and incidental expenses, chargeable to passenger department, - - -	-	-	-	-	
For salaries, wages and incidental expenses, chargeable to freight department, - - -	-	-	-	-	
For gratuities and damages, - - - - -	-	-	-	-	
For taxes and insurance, - - - - -	-	-	-	-	
For ferries, - - - - -	-	-	-	-	
For repairs of station buildings, aqueducts, fixtures, furniture, - - - - -	-	-	-	-	
For interest, - - - - -	-	-	-	-	
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, - - - - -	-	-	-	-	
For amount paid other companies as rent for use of their roads, specifying each company, - - -	-	-	-	-	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - - - -	-	-	-	-	
Total miscellaneous, - - - - -	-	-	-	-	
Total expenditures for working the road, - - -	-	-	-	-	
INCOME DURING THE YEAR.					
<i>For passengers:—</i>					
1. On main road, including branches owned by company, - - - - -	-	-	-	-	None.
2. To and from other roads, specifying what, - - -	-	-	-	-	
<i>For freight:—</i>					
1. On main road and branches owned by company, - - -	-	-	-	-	
2. To and from other connecting roads, - - -	-	-	-	-	
U. S. mails, - - - - -	-	-	-	-	
Rents, - - - - -	-	-	-	-	
Total income, - - - - -	-	-	-	-	
Net earnings, after deducting expenses, - - -	-	-	-	-	
DIVIDENDS.					
per cent. Total, - - - - -	-	-	-	-	None.
Surplus not divided, - - - - -	-	-	-	-	
Surplus last year, - - - - -	-	-	-	-	
Total surplus, - - - - -	-	-	-	-	
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:					
Road and bridges, - - - - -	-	-	-	-	None.
Buildings, - - - - -	-	-	-	-	
Engines and cars, - - - - -	-	-	-	-	

This road was completed, except the station house, on the last day of the year 1849. Most of the contracts and accounts were at that time unadjusted, and the statement made covers only actual payments into the treasurer's hands, and his payments on account, of the various items of

construction account. This necessarily makes the report a very incomplete one ; but it is all that circumstances permit.

OLIVER HASTINGS,
WM. L. WHITNEY,
EDM. T. HASTINGS,
GARDINER G. HUBBARD,
ESTES HOWE,
JAMES DANA.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. *January 19, 1850.* Then personally appeared E. T. Hastings, William L. Whitney, Oliver Hastings, Estes Howe, Gardiner G. Hubbard, and James Dana, above named, and made oath that the within report is true, according to the best of their knowledge, information, and belief. Before me,

FRAS. A. BROOKS, *Justice of the Peace.*

FIFTH ANNUAL REPORT

OF THE

LEXINGTON AND WEST CAMBRIDGE RAILROAD
COMPANY.

*Return of the Lexington and West Cambridge Railroad, under the Act of May 1,
1849, chap. 191.*

Capital stock, - - - - -		\$200,000 00
Increase of capital since last report, - - - - -		
Capital paid in per last report, - - - - -	\$118,460 00	
Capital paid in since last report, - - - - -	830 00	
Total amount of capital stock paid in, - - - - -		119,290 00
Funded debt, per last report, - - - - -		
Funded debt paid since last report, - - - - -		
Funded debt, increase of, since last report, - - - - -		
Total present amount of funded debt, - - - - -		120,000 00
Floating debt, per last report, - - - - -	7,843 31	
Floating debt paid since last report, - - - - -	2,352 55	
Floating debt, increase of, since last report, - - - - -		
Total present amount of floating debt, - - - - -		5,491 26
Total present amount of funded and floating debt, - - - - -		125,491 26
Average rate of interest per annum paid during the year, - - - - -		
Maximum amount of debt for each month during the year, viz.: January, \$7,815 90; February, \$7,815 90; March, \$7,816 09; April, \$7,762 09; May, \$7,762 09; June, \$7,762 09; July, \$7,762 09; August, \$7,702 29; September, \$7,702 29; October, \$7,702 29; November, \$7,702 29; December, \$5,491 26.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report, - - - - -	43,862 15	
For graduation and masonry paid during the past year, - - - - -		
Total amount expended for graduation and masonry, - - - - -		
For wooden bridges, per last report, - - - - -	14,421 47	
For wooden bridges paid during the past year, - - - - -	less, 50 00	
Total amount expended for wooden bridges, - - - - -		14,371 47
Total amount expended for iron bridges, (if any,) - - - - -		
For superstructure, including iron, per last report, - - - - -	73,680 99	
For superstructure, including iron, paid during the past year, - - - - -	1,604 93	
Total amount expended for superstructure, including iron, - - - - -		72,076 06
For stations, buildings and fixtures, per last report, - - - - -	14,752 08	
For stations, buildings and fixtures, paid during the past year, - - - - -	172 17	

Total amount expended for stations, buildings and fixtures, - - - - -		\$14,924 25
For land, land-damages and fences, per last report, -	\$55,454 56	
For land, land-damages and fences, paid during the past year, - - - - -	2,759 51	
Total amount expended for land, land-damages and fences, - - - - -		58,214 07
For locomotives, per last report, - - - - -	This road is operated by the Fitchburg Company, with their own engines and cars.	
For locomotives, paid during the past year, - - - - -		
Total amount expended for locomotives, - - - - -		
For passenger and baggage cars, per last report, -		
For passenger and baggage cars, paid during the past year, - - - - -		
Total amount expended for passenger and baggage cars, - - - - -		
For merchandise cars, per last report, - - - - -		
For merchandise cars, paid during the past year, -		
Total amount expended for merchandise cars, - - - - -		
For engineering, per last report, - - - - -	50,509 54	
For engineering paid during the past year, - - - - -		
Total amount expended for engineering, - - - - -		
[Including interest, &c.	9,702 70	
For agencies and other expenses, paid during the past year, - - - - -	60,212 24	
Total amount expended for agencies and other expenses, - - - - -		
[Deduct earnings of road,	22,624 57	
		37,587 67
Total cost of road and equipment, - - - - -		241,035 67

CHARACTERISTICS OF ROAD.

Length of road, - - - - -	6 632-1000 miles.
Length of single main track, - - - - -	6 632-1000 miles.
Length of double main track, - - - - -	
Length of branches owned by the company, stating whether they have a single or double track, -	
Aggregate length of sidings and other tracks, excepting main track and branches, - - - - -	
Weight of rail per yard in main road, - - - - -	56 lbs.
Weight of rail per yard in branch roads, - - - - -	
Specify the different weights per yard, - - - - -	
Maximum grade, with its length in main road, -	56 ft., and 89-100 mile long.
Maximum grade, with its length in branch roads, -	
Total rise and fall in main road, - - - - -	211 2-10 feet rise, and 7
Total rise and fall in branch roads, - - - - -	[13-100 in fall.
Shortest radius of curvature, with length of curve in main road, - - - - -	1000 ft.; 980 feet in length.
Shortest radius of curvature, with length of curve in branch roads, - - - - -	
Total degrees of curvature in main road, - - - - -	405 degrees.
Total degrees of curvature in branch roads, - - - - -	
Total length of straight line in main road, - - - - -	4 232-1000 miles.
Total length of straight line in branches, - - - - -	
Aggregate length of wooden truss bridges, - - - - -	
Aggregate length of all other wooden bridges, - - - - -	80 feet.
Aggregate length of iron bridges, - - - - -	
Whole length of road unfenced on both sides, - - - - -	210 rods.

Number of public ways crossed at grade,	-	-	Seven.
Number of railroads crossed at grade,	-	-	None.
Remarks,	-	-	Unfenced road mostly on swamps and gravel pits.
Way stations for express trains,	-	-	None.
Way stations for accommodation trains,	-	-	Five.
Flag stations,	-	-	Three.
Whole number of way stations,	-	-	Five.
Whole number of flag stations,	-	-	Three.

DOINGS DURING THE YEAR.

Miles run by passenger trains,	-	-	Run by the Fitchburg Rail-
Miles run by freight trains,	-	-	road.
Miles run by other trains,	-	-	
Total miles run,	-	-	
Number of passengers carried in the cars,	-	-	
Number of passengers carried one mile,	-	-	
Number of tons of merchandise carried in the cars,	-	-	
Number of tons of merchandise carried one mile,	-	-	
Number of passengers carried one mile, to and from other roads,	-	-	
Number of tons carried one mile, to and from other roads,	-	-	
Rate of speed adopted for express passenger trains, including stops,	-	-	
Average rate of speed actually attained by express passenger trains, including stops and detentions,	-	-	
Rate of speed adopted for accommodation trains,	-	-	
Rate of speed actually attained by accommodation trains, including stops and detentions,	-	-	
Average rate of speed actually attained by special trains, including stops and detentions,	-	-	
Average rate of speed adopted for freight trains, including stops and detentions,	-	-	
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile,	-	-	
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,	-	-	

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron,	-	-	Construction account.
For repairs of wooden bridges,	-	-	
For renewals of iron, including laying down,	-	-	
For wages of switchmen, average per month,	\$		
For wages of gate-keepers, average per month,	\$		
For wages of signal-men, average per month,	\$		
For wages of watchmen, average per month,	\$		
Number of men employed, exclusive of those engaged in construction,	-	-	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	-	-	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	-	-	
Total for maintenance of way,	-	-	

MOTIVE POWER AND CARS.

For repairs of locomotives,	-	-	This Company owns no cars or engines.
For new locomotives to cover depreciation,	-	-	
For repairs of passenger cars,	-	-	

For new passenger cars, to cover depreciation,	-
For repairs of merchandise cars,	-
For new merchandise cars, to cover depreciation,	-
For repairs of gravel and other cars,	-
Total for maintenance of motive power and cars,	-
Number of engines, -	-
Number of passenger cars, -	-
Number of baggage cars, -	-
Number of merchandise cars,	-
Number of gravel cars, -	-

MISCELLANEOUS.

For fuel used by engines during the year, viz.,	-
Wood, -	-
Coal, -	-
For oil used by cars and engines, -	-
For waste and other material for cleaning, -	-
For salaries, wages and incidental expenses, chargeable to passenger department, -	-
For salaries, wages and incidental expenses, chargeable to freight department, -	-
For gratuities and damages, -	-
For taxes and insurance, -	-
For ferries, -	-
For repairs of station buildings, aqueducts, fixtures, furniture, -	-
For interest, -	-
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, -	-
For amount paid other companies as rent for use of their roads, specifying each company, -	-
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, -	-
Total miscellaneous, -	-
Total expenditures for working the road, -	-

\$92 85

Construction account.

200 00

INCOME DURING THE YEAR.

For passengers:—

1. On main road, including branches owned by company, -
2. To and from other roads, specifying what, -

For freight:—

1. On main road and branches owned by company,
 2. To and from other connecting roads, -
- U. S. mails, -
- Rents, -
- Total income, -
- Net earnings, after deducting expenses, -

Reported by Fitchburg Railroad.

DIVIDENDS.

per cent. Total,	-
Surplus not divided,	-
Surplus last year,	-
Total surplus,	-

None.

ESTIMATED DEPRECIATION BEYOND THE RENEW-

ALS, VIZ.:

Road and bridges,	-	-	-	-	-	} \$1000 for past year.
Buildings,	-	-	-	-	-	
Engines and cars,	-	-	-	-	-	

CHAS. HUDSON,
SAML. CHANDLER,
S. S. LITTLEHALE,
JAMES GOULD,
JAMES DANA,
COLUMBUS TYLER,
GEO. W. ROBINSON,

Directors.

MIDDLESEX, ss. *January 26, 1850.* Then Samuel Chandler, S. S. Littlehale, James Gould, and Columbus Tyler, severally made oath, that the foregoing return, by them subscribed, is just and true, according to the best of their knowledge and belief. Before me,

JAMES DANA, *Justice of the Peace.*

MIDDLESEX, ss. *January 26, 1850.* Then James Dana made oath, that the foregoing return, by him subscribed, is just and true, according to the best of his knowledge and belief. Before me,

ALONZO U. LYNDE, *Justice of the Peace.*

SUFFOLK, ss. *January 28, 1850.* Then Charles Hudson and George W. Robinson made oath, that the foregoing return, by them subscribed, is just and true, according to the best of their knowledge and belief.

W. A. WELLMAN, *Justice of the Peace.*

FOURTH ANNUAL REPORT

OF THE

LOWELL AND LAWRENCE RAILROAD COMPANY.

*Return of the Lowell and Lawrence Railroad, under the Act of May 1, 1849,
chap. 191.*

Capital stock, [\$300,000 by charter,	-	-	\$200,000 00	taken up.
Increase of capital since last report,	-	-	None.	
Capital paid in per last report,	-	-	200,000 00	
Capital paid in since last report,	-	-	None.	
Total amount of capital stock paid in,	-	-		\$200,000 00
Funded debt, per last report,	-	-	None.	
Funded debt paid since last report,	-	-	None.	
Funded debt, increase of, since last report,	-	-	None.	
Total present amount of funded debt,	-	-	None.	
Floating debt, per last report,	-	-	73,145 30	
Floating debt paid since last report,	-	-	None.	
Floating debt, increase of, since last report,	-	-	43,351 80	
Total present amount of floating debt,	-	-		116,497 10
Total present amount of funded and floating debt,	-	-		116,497 10
Average rate of interest per annum paid during the year,	-	-		About 8½ per cent.
Maximum amount of debt for each month during the year, viz.: January, \$73,145 30; February, \$73,145 80; March, \$104,905 00; April, \$104,905 00; May, \$106,229 00; June, \$106,229 00; July, \$109,229 00; August, \$110,400 00; September, \$110,400 00; October, \$115,000 00; November, \$115,000 00; December, \$116,497 10.				
[The above is substantially the correct amount due each month. The great increase in March is the sum of \$31,760 awarded the Boston and Lowell Railroad.]				
COST OF ROAD AND EQUIPMENT.				
For graduation and masonry, per last report,	-	-	71,135 15	
For graduation and masonry paid during the past year,	-	-	None.	
Total amount expended for graduation and masonry,	-	-		71,135 15
For wooden bridges, per last report,	-	-	4,861 11	
For wooden bridges paid during the past year,	-	-	Nothing.	
Total amount expended for wooden bridges,	-	-		4,861 11
Total amount expended for iron bridges, (if any,)	-	-	None.	
For superstructure, including iron, per last report,	-	-	117,427 76	
For superstructure, including iron, paid during the past year,	-	-	32,421 50	
Total amount expended for superstructure, including iron,	-	-		149,849 26

For stations, buildings and fixtures, per last report, -	\$9,904 75	
For stations, buildings and fixtures, paid during the past year, - - - -	920 93	
Total amount expended for stations, buildings and fixtures, - - - -		\$10,825 68
For land, land-damages and fences, per last report, -	35,424 25	
For land, land-damages and fences, paid during the past year, - - - -	1,892 10	
Total amount expended for land, land-damages and fences, - - - -		37,316 35
For locomotives, per last report, - - - -	15,466 35	
For locomotives, paid during the past year, - - - -	186 90	
Total amount expended for locomotives, - - - -		15,653 25
For passenger and baggage cars, per last report, -	5,000 60	
For passenger and baggage cars, paid during the past year, - - - -	1,900 00	
Total amount expended for passenger and baggage cars, - - - -		6,900 60
For merchandise cars, per last report, - - - -	5,297 43	
For merchandise cars, paid during the past year, - -	1,324 00	
Total amount expended for merchandise cars, - -		6,621 43
For engineering, per last report, [including other expenses,] - - - -	7,768 28	
For engineering, paid during the past year, - - - -	63 32	
Total amount expended for engineering, [including other expenses,] - - - -		7,831 60
For agencies and other expenses, per last report, -	Included with engineering.	
For agencies and other expenses, paid during the past year, - - - -	43 03	
Total amount expended for agencies and other expenses, - - - -		43 03
[Interest to stockholders, (see *Remarks,) - - - -		8,149 74
[Interest on loans during construction, - - - -		2,811 19
Total cost of road and equipment, - - - -		321,998 39

CHARACTERISTICS OF ROAD.

Length of road, - - - -	12 35-100 miles.
Length of single main track, - - - -	12 35-100 miles.
Length of double main track, - - - -	None.
Length of branches owned by the company, stating whether they have a single or double track, -	None.
Aggregate length of sidings and other tracks, excepting main track and branches, - - - -	About $\frac{3}{4}$ of a mile.
Weight of rail per yard in main road, - - - -	58 lbs.
Weight of rail per yard in branch roads, - - - -	None.
Specify the different weights per yard, - - - -	
Maximum grade, with its length in main road, -	45.40.
Maximum grade, with its length in branch roads, -	
Total rise and fall in main road, - - - -	Rise, 115.77; fall, 162.70.
Total rise and fall in branch roads, - - - -	
Shortest radius of curvature, with length of curve in main road, - - - -	1146°; length, 1100 feet.
Shortest radius of curvature, with length of curve in branch roads, - - - -	
Total degrees of curvature in main road, - - - -	420°.
Total degrees of curvature in branch roads, - -	
Total length of straight line in main road, - -	8.86 miles.
Total length of straight line in branches, - -	
Aggregate length of wooden truss bridges, - -	None.

Aggregate length of all other wooden bridges,	-	About 400 feet.
Aggregate length of iron bridges,	-	None.
Whole length of road unfenced on both sides,	-	None.
Number of public ways crossed at grade,	-	Thirteen.
Number of railroads crossed at grade,	-	One.
*Remarks, - - - - -	-	Interest was paid on assessments to the commencement of running.
Way stations for express trains,	-	None.
Way stations for accommodation trains,	-	None.
Flag stations,	-	Four.
Whole number of way stations,	-	None.
Whole number of flag stations,	-	Four.

DOINGS DURING THE YEAR.

Miles run by passenger trains,	-	-	32,552	
Miles run by freight trains,	-	-	6,838	
Miles run by other trains,	-	-	520	
Total miles run,	-	-		39,910
Number of passengers carried in the cars,	-	-	131,607	
Number of passengers carried one mile,	-	-	1,710,891	
Number of tons of merchandise carried in the cars,	-	-	9,104	
Number of tons of merchandise carried one mile,	-	-	118,352	
Number of passengers carried one mile, to and from other roads,	-	-		None.
Number of tons carried one mile, to and from other roads,	-	-	17,459	
Rate of speed adopted for express passenger trains including stops,	-	-		None.
Average rate of speed actually attained by express passenger trains, including stops and detentions,	-	-		None.
Rate of speed adopted for accommodation trains,	-	-		25 miles an hour.
Rate of speed actually attained by accommodation trains, including stops and detentions,	-	-	25	do do
Average rate of speed actually attained by special trains, including stops and detentions,	-	-	25	do do
Average rate of speed adopted for freight trains, including stops and detentions,	-	-	12	do do
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile,	-	-	325,520	
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,	-	-	244,140	

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron,	-	-	\$4,728 55	
For repairs of wooden bridges,	-	-	110 51	
For renewals of iron, including laying down,	-	-		None.
For wages of switchmen, average per month, \$64 00,				} Total, 1,008 00
For wages of gate-keepers, average per month, None.				
For wages of signal-men, average per month, None.				
For wages of watchmen, average per month, \$20 00,				
Number of men employed, exclusive of those engaged in construction,	-	-	19	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)			11 80	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	-	-		Nothing.
Total for maintenance of way,	-	-		\$5,858 86

MOTIVE POWER AND CARS.			
For repairs of locomotives, - - -		\$3,606 99	
For new locomotives, to cover depreciation, - -		None.	
For repairs of passenger cars, - - -		287 85	
For new passenger cars, to cover depreciation, -		None.	
For repairs of merchandise cars, - - -		250 00	
For new merchandise cars, to cover depreciation, -		None.	
For repairs of gravel and other cars, - - -		None.	
Total for maintenance of motive power and cars, -			\$4,144 84
Number of engines, - - -	Three.		
Number of passenger cars, - - -	Three.		
Number of baggage cars, - - -	One.		
Number of merchandise cars, - - -	Fifteen.		
Number of gravel cars, - - -	Six.		
MISCELLANEOUS.			
For fuel used by engines during the year, viz.:		4,500 00	
Wood, - - - - -	1200 cords.		
Coal, - - - - -	None.		
For oil used by cars and engines, - - -		350 00	
For waste and other material for cleaning, - -		60 00	
For salaries, wages and incidental expenses, charge-			
able to passenger department, - - -		3,100 00	
For salaries, wages and incidental expenses, charge-			
able to freight department, - - -		2,000 00	
For gratuities and damages, - - -		255 57	
For taxes and insurance, - - -		107 52	
For ferries, - - - - -	None.		
For repairs of station buildings, aqueducts, fixtures,			
furniture, - - - - -		42 00	
For interest, - - - - -		6,500 00	
For amount paid other companies, in tolls for pas-			
sengers, and freight carried on their roads, speci-			
fying each company, - - - - -	None.		
For amount paid other companies as rent for use of			
their roads, specifying each company, - -		2,000 00	to Boston and
For salaries of president, treasurer, superintendent,			Maine R. R.
law expenses, office expenses of the above offices,			Co.
and all other expenses not included in any of the			
foregoing items, - - - - -		1,250 00	
Total miscellaneous, - - - - -			13,665 09
Total expenditures for working the road, - -			23,668 79

INCOME DURING THE YEAR.

For passengers:—

1. On main road, including branches owned by company, - - - 32,901 80
2. To and from other roads, specifying what, - None.

For freight:—

1. On main road and branches owned by company, 7,761 83
 2. To and from other connecting roads, - 1,394 34
- U. S. mails, [\$250, expenses deducted,] - 175 00
- Rents, - - - - - 300 00
- Total income, - - - - - 42,532 97
- Net earnings, after deducting expenses, [and int'est,] 12,364 18

DIVIDENDS.					
per cent.	Total,	[4 per cent. per ann. on \$200,000			
	for 15 months,]	-	-	-	-
Surplus not divided,		-	-	-	-
Surplus last year,	[used for the present to reduce				
floating debt,]		-	-	-	-
Total surplus,		-	-	-	-
				\$2,364 18	\$10,000 00
				5,501 29	7,865 47
ESTIMATED DEPRECIATION BEYOND THE RENEW-					
ALS, VIZ.:					
Road and bridges,	-	-	-	-	} The improvements not charged in cost of the road are believed to be equal to depreciation.
Buildings, -	-	-	-	-	
Engines and cars,	-	-	-	-	

There have been no serious accidents during the year, and no person has been injured.

WM. LIVINGSTON,
SIDNEY SPALDING,
OTIS ALLEN,
HORACE HOWARD,
FREDERICK PARKER,
A. W. BUTTRICK,
ISAAC FARRINGTON,

January 26, 1850.

Directors of said Company.

MIDDLESEX, ss. *January 28, 1850.* Then personally appeared Wm. Livingston, Sidney Spalding, Otis Allen, Horace Howard, Frederick Parker, A. W. Buttrick, and Isaac Farrington, and made oath that the foregoing return, by them subscribed, is true, to the best of their knowledge and belief. Before me,

JOHN A. KNOWLES, *Justice of the Peace.*

FIRST ANNUAL REPORT
OF THE
MEDWAY BRANCH RAILROAD CORPORATION.

To the Honorable, the Senate and House of Representatives, in General Court assembled :—

The undersigned, provisional directors of the Medway Branch Railroad Company, respectfully represent, that their act of incorporation was passed by the last Legislature, on the first day of May last, under which the said company was organized, as required by law, soon after. That the said company have located their road within the time, and according to the provisions prescribed by the said act, and have taken efficient measures for the early construction thereof; but that no such progress has as yet been made as will enable the directors to make the returns required by the act of the last Legislature, for railroads in actual operation. They hold themselves ready to answer any inquiries which a committee of your honorable bodies may see fit to propose.

WELCOME FARNUM,
J. C. HURD,
W. LOVERING,
ELIAB GILMORE.

FOURTEENTH ANNUAL REPORT

OF THE

NASHUA AND LOWELL RAILROAD COMPANY.

Return of the Nashua and Lowell Railroad Company, under the Act of May 1, 1849, chap. 191, for the year ending October 31st, A. D. 1849.

Capital stock,	-	-	-	\$600,000 00
Increase of capital since last report,	-	-	-	None.
Capital paid in per last report,	-	-	-	\$525,000 00
Capital paid in since last report,	-	-	-	75,000 00
Total amount of capital stock paid in,	-	-	-	600,000 00
Funded debt, per last report,	-	-	-	} This corporation owes no debt.
Funded debt paid since last report,	-	-	-	
Funded debt, increase of, since last report,	-	-	-	
Total present amount of funded debt,	-	-	-	
Floating debt, per last report,	-	-	-	
Floating debt paid since last report,	-	-	-	
Floating debt, increase of, since last report,	-	-	-	
Total present amount of floating debt,	-	-	-	
Total present amount of funded and floating debt,	-	-	-	
Average rate of interest per annum paid during the year,	-	-	-	
Maximum amount of debt for each month during the year, viz.: January, \$; February, \$; March, \$; April, \$; May, \$; June, \$; July, \$; August, \$; September, \$; October, \$; November, \$; December, \$.				
COST OF ROAD AND EQUIPMENT.				
For graduation and masonry, per last report,	-	95,451 87		
For graduation and masonry, paid during the past year, [including construction account, omitted last year,]	-	19,597 89		
Total amount expended for graduation and masonry,	-		115,049 76	
For wooden bridges, per last report,	-		Included in superstructure.	
For wooden bridges paid during the past year,	-	2,530 35		
Total amount expended for wooden bridges,	-		2,530 35	
Total amount expended for iron bridges, (if any,)	-		1,875 00	
For superstructure, including iron, per last report,	-	233,998 35		
For superstructure, including iron, paid during the past year,	-			
Total amount expended for superstructure, including iron,	-		None, except renewals.	
For stations, buildings and fixtures, per last report,	-	41,825 95		
For stations, buildings and fixtures, paid during the past year,	-	51,371 00		
Total amount expended for stations, buildings and fixtures,	-		93,196 95	

For land, land-damages and fences, per last report,	\$79,074 15	
For land, land-damages and fences, paid during the past year,	7,953 60	
Total amount expended for land, land-damages and fences,		\$87,027 75
For locomotives, per last report,	28,754 69	
For locomotives, paid during the past year, [including equipment account prior, and omitted in the last report,]	10,245 31	
Total amount expended for locomotives,		39,000 00
For passenger and baggage cars, per last report,	5,146 71	
For passenger and baggage cars, paid during the past year, [including construction account, omitted last year,]	8,646 00	
Total amount expended for passenger and baggage cars,		13,792 71
For merchandise cars, per last report,	20,101 09	
For merchandise cars, paid during the past year,	13,000 00	
Total amount expended for merchandise cars,		33,101 09
For engineering, per last report, [including other expenses,]	20,710 61	
For engineering paid during the past year,	800 00	
Total amount expended for engineering, [and other expenses,]		21,510 61
For agencies and other expenses, per last report,		No such item in blank furnished for last report, and no special agencies are employed, aside from those employed in the ordinary business of the road, whose wages are included in expense account.
For agencies and other expenses, paid during the past year,		
Total amount expended for agencies and other expenses,		
Total cost of road and equipment,		641,082 57

CHARACTERISTICS OF ROAD.

Length of road,	77,000 2-10 feet.
Length of single main track,	2,012 "
Length of double main track,	74,989 2-10 "
Length of branches owned by the company, stating whether they have a single or double track,	None.
Aggregate length of sidings and other tracks, excepting main track and branches,	2½ miles and 812 feet.
Weight of rail per yard in main road,	56 lbs.
Weight of rail per yard in branch roads,	
Specify the different weights per yard,	
Maximum grade, with its length in main road,	12 7-10 feet per mile, and
Maximum grade, with its length in branch roads,	[4133 feet long.
Total rise and fall in main road,	73 5-10 feet.
Total rise and fall in branch roads,	
Shortest radius of curvature, with length of curve in main road,	636 feet, and 100 ft. long.
Shortest radius of curvature, with length of curve in branch roads,	
Total degrees of curvature in main road,	770°.
Total degrees of curvature in branch roads,	
Total length of straight line in main road,	6 72-100 miles.
Total length of straight line in branches,	
Aggregate length of wooden truss bridges,	530 feet.
Aggregate length of all other wooden bridges,	664 feet.

Aggregate length of iron bridges, - - -	50 feet.
Whole length of road unfenced on both sides, - -	None.
Number of public ways crossed at grade, - - -	Ten.
Number of railroads crossed at grade, - - -	One.
Remarks, - - - - -	
Way stations for express trains, - - -	
Way stations for accommodation trains, - - -	Two.
Flag stations, - - - - -	Two.
Whole number of way stations, - - -	Two.
Whole number of flag stations, - - -	Two.

DOINGS DURING THE YEAR.

Miles run by passenger trains, - - -	28,050	
Miles run by freight trains, - - -	29,070	
Miles run by other trains, - - -	5,550	
Total miles run, - - - - -		62,670
Number of passengers carried in the cars, - - -	258,865	
Number of passengers carried one mile, - - -	3,363,299	
Number of tons of merchandise carried in the cars, - - -	181,623	283-2000.
Number of tons of merchandise carried one mile, - - -	2,555,486	
Number of passengers carried one mile, to and from other roads, - - - - -	3,087,789	
Number of tons carried one mile, to and from other roads, - - - - -	2,500,886	
Rate of speed adopted for express passenger trains, including stops, - - - - -	35 miles per hour.	
Average rate of speed actually attained by express passenger trains, including stops and detentions, - - -	35	do do
Rate of speed adopted for accommodation trains, - - -	28	do do
Rate of speed actually attained by accommodation trains, including stops and detentions, - - -	28	do do
Average rate of speed actually attained by special trains, including stops and detentions, - - -	35	do do
Average rate of speed adopted for freight trains, including stops and detentions, - - -	14	do do
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, - - -		
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, - - -		

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, - - -	\$11,919 14	
For repairs of wooden bridges, - - -	2,333 46	
For renewals of iron, including laying down, - - -	6,000 00	
For wages of switchmen, average per month, \$ - - -	Total. {	These men receive one dollar per day, and the amount is carried into maintenance of way.
For wages of gate-keepers, average per month, \$ - - -		
For wages of signal-men, average per month, \$ - - -		
For wages of watchmen, average per month, \$ - - -		
Number of men employed exclusive of those engaged in construction, - - - - -	75	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) - - -		
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - - -	1,180 86	
Total for maintenance of way, - - - - -		\$21,433 46

MOTIVE POWER AND CARS.

For repairs of locomotives, - - - - -	4,937 45
For new locomotives, to cover depreciation, - - -	9,500 00

For repairs of passenger cars, - - -	\$ 374 08
For new passenger cars, to cover depreciation, - - -	2,608 00
For repairs of merchandise cars, - - -	5,400 00
For new merchandise cars, to cover depreciation, - - -	5,749 29
For repairs of gravel and other cars, - - -	
Total for maintenance of motive power and cars, - - -	\$28,568 82
Number of engines, - - -	Seven.
Number of passenger cars, - - -	Eight long and two short
Number of baggage cars, - - -	Four. [cars.
Number of merchandise cars, - - -	Ninety-seven.
Number of gravel cars, - - -	One crane car.

MISCELLANEOUS.

For fuel used by engines during the year, viz.,	
Wood, - - - - -	13,174 32
Coal, - - - - -	
For oil used by cars and engines, - - -	1,799 82
For waste and other material for cleaning, - - -	Charged in passenger and freight expenses.
For salaries, wages and incidental expenses, chargeable to passenger department, - - -	6,000 00
For salaries, wages and incidental expenses, chargeable to freight department, - - -	13,509 83
For gratuities and damages, - - -	351 50
For taxes and insurance, - - -	1,618 37
For ferries, - - -	
For repairs of station buildings, aqueducts, fixtures, furniture, - - -	8,000 00
For interest, - - -	
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, - - -	This corporation pay to the Stony Brook Road six per cent. on their capital stock per annum, amounting, for the past year, to \$16,000. This is deducted from the earnings of that road, and not charged in our general expense account.
For amount paid other companies as rent for use of their roads, specifying each company, - - -	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - -	5,000 00
Total miscellaneous, - - -	49,453 84
Total expenditures for working the road, - - -	99,456 12

INCOME DURING THE YEAR.

For passengers:—

[On the main road exclusively, - - -	14,282 83
To and from Boston and Lowell Railroad, - - -	9,199 38
“ “ Concord do - - -	24,105 56½
“ “ Northern do - - -	4,539 57½
“ “ B. C. and Montreal do - - -	4,322 55
“ “ Vermont Central do - - -	2,793 91
“ “ Passumpsic do - - -	3,172 41
“ “ Wilton do - - -	4,469 79½
“ “ Claremont Railroad, (Sept. and Oct.) - - -	211 08½
Total for passengers, - - -	67,097 10

For freight :—

[On the main road exclusively, - - -	\$24,241 91	
To and from Concord Railroad, - - -	24,234 86	
“ “ Northern do - - -	9,300 48	
“ “ B. C. and Montreal do - - -	4,548 99	
“ “ Vermont Central do - - -	5,922 86	
“ “ Passumpsic do - - -	7,408 50	
“ “ Wilton do - - -	3,469 17	
“ “ Claremont do - - -	610 04	
Total from freight, - - -		\$79,736 81
U. S. mails, [\$1634 04 ; express car, 981 27 ; interest, 354 68 ; rents, 738 08 ; miscellaneous, 5997 24,	9,705 31	
Total income, - - -		156,434 59
Net earnings, after deducting expenses, - - -		56,978 47

DIVIDENDS.

[Five per cent. was divided on \$500,000 for six months, ending May 1st, 1849, and five per cent. on \$600,000 for six months ending, Nov. 1, 1849.]		
10 per cent. Total, - - -		55,000 00
Surplus not divided, - - -	1,978 47	
Surplus last year, [has been expended in construction,]		
Total surplus, - - -		1,978 47

ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:

Road and bridges, - - -	} None.
Buildings, - - -	
Engines and cars, - - -	

The following fatal and serious accidents, have occurred during the year :—

On the 27th day of November, 1848, Col. James Butterfield, of Tyngsborough, was walking on the track, from Chelmsford towards Tyngsborough, at about six o'clock in the evening. It was quite dark, and lights were on the engines and cars. When within about one-half mile of Tyngsborough station, and near the place where the up and down trains usually passed each other, he was seen, by the engineman on the down train, to step entirely off beyond the other track. This he did not do until the engine had approached so near to him, as to bring him within the circle of light from the reflector on the front of the engine. Being off the track, he was not discovered by the engineman on the up train until he stepped in immediately before the engine, and was crushed instantly. So immediate was the contact, that the engineman could not discover whether it was a human being, or some animal. The instant he saw *something* step in before his engine, he gave the alarm and reversed his motion, and, on going back, the body was found, so crushed and mutilated, that it was difficult to indentify his person.

On the 17th day of May, 1849, while the gravel train was employed in filling up a deep chasm, back of the buildings in Nashville, four cars

became detached from the train, and ran off the ways, and fell some twenty feet, into the pit. By this accident, Hugh Tague, who was employed on the train, was severely injured, but has since recovered.

DANIEL ABBOT,
THOMAS B. WALES,
JESSE BOWERS,
HENRY TIMMINS,

Directors.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. On this 8th day of January, A. D., 1850, Daniel Abbot, Thomas B. Wales, Jesse Bowers, and Henry Timmins, directors, appeared and made oath that the foregoing report, by them subscribed, is, in their belief, a true statement. Before me,

STEPHEN FAIRBANKS, *Justice of the Peace.*

ELEVENTH ANNUAL REPORT

OF THE

NEW BEDFORD AND TAUNTON RAILROAD CORPORATION.

To the Honorable, the Legislature of the Commonwealth of Massachusetts :

The Directors do hereby make their Eleventh Annual Report and Return of the New Bedford and Taunton Railroad, under the act of May 1st, 1849, chap. 191, with their acts and doings, receipts and expenditures, to the 31st December, 1849.

Capital stock, - - - - -		\$400,000 00
Increase of capital since last report, - - - - -		
Capital paid in per last report, - - - - -	\$400,000 00	
Capital paid in since last report, - - - - -		
Total amount of capital stock paid in, - - - - -		400,000 00
Funded debt, per last report, - - - - -		
Funded debt paid since last report, - - - - -		
Funded debt, increase of, since last report, - - - - -		
Total present amount of funded debt, - - - - -		
Floating debt, per last report, - - - - -	17,150 00	
Floating debt paid since last report, - - - - -	17,150 00	
Floating debt, increase of, since last report, - - - - -		
Total present amount of floating debt, - - - - -		
Total present amount of funded and floating debt, - - - - -		
Average rate of interest per annum paid during the year, - - - - -		
Maximum amount of debt for each month during the year, viz. : January, \$17,150; February, \$17,150; March, \$17,150; April, \$14,500; May, \$11,000; June, \$10,000; July, \$16,000; August, \$11,000; September, \$8,000; October, \$6,000; November, \$3,000; December, \$3,000.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report, - - - - -	155,199 22	
For graduation and masonry paid during the past year, - - - - -	197 70	
Total amount expended for graduation and masonry, - - - - -		155,396 92
For wooden bridges, per last report, - - - - -	5,013 85	
For wooden bridges paid during the past year, - - - - -		
Total amount expended for wooden bridges, - - - - -		5,013 85
Total amount expended for iron bridges, (if any,) - - - - -		
For superstructure, including iron, per last report, - - - - -	150,804 05	

For superstructure, including iron, paid during the past year, - - - - -		
Total amount expended for superstructure, including iron, - - - - -		\$150,804 05
For stations, buildings and fixtures, per last report, -	\$23,823 97	
For stations, buildings and fixtures, paid during the past year, - - - - -	6,048 54	
Total amount expended for stations, buildings and fixtures, - - - - -		29,872 51
For land, land-damages and fences, per last report, -	73,599 29	
For land, land-damages and fences, paid during the past year, - - - - -		
Total amount expended for land, land-damages and fences, - - - - -		73,599 29
For locomotives, per last report, - - - - -		
	[\$20,581 66—7,664 46 =	12,917 20
For locomotives, paid during the past year, - - - - -	3,154 40	
Total amount expended for locomotives, - - - - -		16,071 60
For passenger and baggage cars, per last report, -		
	[\$17,873 77—6,573 12 =	11,300 65
For passenger and baggage cars, paid during the past year, - - - - -		
Total amount expended for passenger and baggage cars, - - - - -		11,300 65
For merchandise cars, per last report, - - - - -		
	[\$17,431 07—402 74 =	17,028 33
For merchandise cars, paid during the past year, -	3,750 78	
Total amount expended for merchandise cars, - - - - -		20,779 11
For engineering, per last report, - - - - -	15,693 97	
For engineering paid during the past year, - - - - -		
Total amount expended for engineering, - - - - -		15,693 97
For agencies and other expenses, per last report, -	19,944 73	
For agencies and other expenses, paid during the past year, - - - - -		
Total amount expended for agencies and other expenses, - - - - -		19,944 73
Total cost of road and equipment, - - - - -		498,476 68

CHARACTERISTICS OF ROAD.

Length of road, - - - - -	20 13-100 miles.
Length of single main track, - - - - -	20 13-100 "
Length of double main track, - - - - -	
Length of branches owned by the company, stating whether they have a single or double track, -	5000 feet—single.
Aggregate length of sidings and other tracks, excepting main track and branches, - - - - -	5187 feet.
Weight of rail per yard in main road, - - - - -	56 lbs.
Weight of rail per yard in branch roads, - - - - -	56 lbs.
Specify the different weights per yard, - - - - -	[mile.
Maximum grade, with its length in main road, -	40 ft. per mile for 1 51-100
Maximum grade, with its length in branch roads, -	65 ft. per mile for 600 feet.
Total rise and fall in main road, - - - - -	168 feet, 193 feet.
Total rise and fall in branch roads, - - - - -	20 feet fall.
Shortest radius of curvature, with length of curve in main road, - - - - -	1906 feet in 1100 feet.
Shortest radius of curvature, with length of curve in branch roads, - - - - -	250 degrees in 300 feet.
Total degrees of curvature in main road, - - - - -	160 degrees.
Total degrees of curvature in branch roads, - - - - -	87 degrees and 45 minutes.

Total length of straight line in main road, -	-	17 $\frac{3}{4}$ miles.
Total length of straight line in branches, -	-	3300 feet.
Aggregate length of wooden truss bridges, -	-	
Aggregate length of all other wooden bridges, -	-	281 feet.
Aggregate length of iron bridges, -	-	
Whole length of road unfenced on both sides, -	-	13,995 feet.
Number of public ways crossed at grade, -	-	Nineteen.
Number of railroads crossed at grade, -	-	One.
Remarks, -	-	
Way stations for express trains, -	-	
Way stations for accommodation trains, -	-	Five.
Flag stations, -	-	
Whole number of way stations, -	-	Five.
Whole number of flag stations, -	-	

DOINGS DURING THE YEAR.

Miles run by passenger trains, -	-	27,160	
Miles run by freight trains, -	-	12,544	
Miles run by other trains, -	-	460	
Total miles run, -	-		40,164
Number of passengers carried in the cars, -	-	97,742	
Number of passengers carried one mile, -	-	1,610,897	
Number of tons of merchandise carried in the cars, -	-	15,404	
Number of tons of merchandise carried one mile, -	-	206,584	
Number of passengers carried one mile, to and from other roads, -	-	1,358,967	
Number of tons carried one mile, to and from other roads, -	-	192,021	
Rate of speed adopted for express passenger trains, including stops, -	-		
Average rate of speed actually attained by express passenger trains, including stops and detentions, -	-		
Rate of speed adopted for accommodation trains, -	-	2 $\frac{1}{4}$ minutes per mile.	
Rate of speed actually attained by accommodation trains, including stops and detentions, -	-	20 miles, 45 minutes.	
Average rate of speed actually attained by special trains, including stops and detentions, -	-		
Average rate of speed adopted for freight trains, including stops and detentions, -	-	1 $\frac{1}{4}$ hours for 20 miles.	
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, -	-	1,747,840	
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, -	-	982,900	

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, -	-		5,071 87
For repairs of wooden bridges, -	-		
For renewals of iron, including laying down, -	-		
For wages of switchmen, average per month, \$35 00,	434 19	} Total,	
For wages of gate-keepers, average per month, \$			
For wages of signal-men, average per month, \$			1,176 68
For wages of watchmen, average per month, \$31 86,	742 49		
Number of men employed, exclusive of those engaged in construction, -	-	80	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam power used,) -	-		102 50
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, -	-		
Total for maintenance of way, -	-		6,351 05

MOTIVE POWER AND CARS.			
For repairs of locomotives, - - -		\$2,762	56
For new locomotives, to cover depreciation, -			
For repairs of passenger cars, - - -		2,935	25
For new passenger cars, to cover depreciation, -			
For repairs of merchandise cars, - - -		1,910	49
For new merchandise cars, to cover depreciation, -			
For repairs of gravel and other cars, - - -			
Total for maintenance of motive power and cars, -			\$7,608 30
Number of engines, - - -	20-31 parts of 4.		
Number of passenger cars, - - -	20-31 parts of 14.		
Number of baggage cars, - - -	20-31 parts of 5.		
Number of merchandise cars, - - -	20-31 parts of 81.		
Number of gravel cars, - - -	20-31 parts of 6.		
MISCELLANEOUS.			
For fuel used by engines during the year, viz. :			
Wood, - - - - -		9,290	16
Coal, - - - - -			
For oil used by cars and engines, - - -		1,358	46
For waste and other material for cleaning, - - -		206	03
For salaries, wages and incidental expenses, charge- able to passenger department, - - -		6,253	12
For salaries, wages and incidental expenses, charge- able to freight department, - - -		7,394	92
For gratuities and damages, - - -		103	72
For taxes and insurance, - - -		102	60
For ferries, - - - - -			
For repairs of station buildings, aqueducts, fixtures, furniture, - - - - -		41	56
For interest, - - - - -		1,266	93
For amount paid other companies, in tolls for pas- sengers, and freight carried on their roads, specify- ing each company, [Taunton Branch Railroad,] -		47,130	25
For amount paid other companies, as rent for use of their roads, specifying each company, - - -			
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - - - -		3,709	97
Total miscellaneous, - - - - -			76,857 72
Total expenditures for working the road, - - -			90,817 07
INCOME DURING THE YEAR.			
[Received of Taunton Branch Railroad Co., under agreements with them, - - - - -		4,641	01
For passengers :—			
1. On main road, including branches owned by company, - - - - -		9,447	22
2. To and from other roads, specifying what, - [Fall River, and Taunton Branch, - - - - -		72,191	91
For freight :—			
1. On main road and branches owned by company, -		4,523	79
2. To and from other connecting roads, - - -		41,552	67
U. S. Mails, - - - - -		1,950	00
Rents, - - - - -		83	50
Total income, - - - - -			134,390 10
Net earnings, after deducting expenses, - - -			43,573 03

DIVIDENDS.					
[Amount charged earnings of railroad for depreciation					
of cars and engines,	-	-	-	-	\$10,241 76
6 per cent. Total,	-	-	-	-	24,000 00
Surplus not divided,	-	-	-	-	\$9,331 27
Surplus last year,	-	-	-	-	80,961 91
Total surplus,	-	-	-	-	90,293 18
ESTIMATED DEPRECIATION BEYOND THE RENEW-					
ALS, VIZ.:					
Road and bridges,	-	-	-	-	
Buildings,	-	-	-	-	
Engines and cars,	-	-	-	-	

This year there has been transferred, from the account of cars and engines, \$3,676 82, being the appraised value of our 20-31 parts of machine shop and tools, at Taunton, to the account of buildings and fixtures, and \$721 74, received for 11-31 parts of two freight cars, sold the Taunton Branch Railroad Corporation.

DAVID R. GREENE,
 THOMAS MANDELL,
 THOMAS S. HATHAWAY,
 GEORGE HOWLAND, JR.,
 WARD M. PARKER,
 MATTHEW LUCE.

BRISTOL, ss. *New Bedford, January 22, 1850.* Then personally appeared the above named David R. Greene, Thomas Mandell, Thomas S. Hathaway, and Ward M. Parker, and made oath, and the above named George Howland, Jr. made affirmation to the truth of the foregoing report, by them subscribed, according to their best knowledge and belief.

Before me, JOHN H. CLIFFORD, *Justice of the Peace.*

SECOND ANNUAL REPORT
OF THE
NEWBURYPORT RAILROAD COMPANY.

At the date of the last report, contracts for grading the first section of the road, to Georgetown, had just been made. The work has been prosecuted during the year, as rapidly as the means of the company would permit; and, at the present time, the whole section of eight miles and 179 rods, from Newburyport to Georgetown, is in such a state of forwardness, that a few weeks of favorable weather will suffice to place it in running order. There has been expended, for graduation and masonry, thus far, \$29,794 39, and for superstructure, including iron, \$27,716 25; for land, land damages and fencing, \$4,069 53; for engineering, \$3,102 21, (of which \$1,110 during the past year,) and, for all other expenses, \$1,822 28. Total expenditures, \$66,504 66.

The rails are lain on about seven miles and a half of the road, and the gravel trains are employed in finishing the work. On the remaining portion of the road, about one mile, the road bed is finished, ready for the rails, which will be put down as soon as the weather will permit.

CHAS. J. BROCKWAY,
GEORGE J. TENNEY,
RICHARD FOWLER,
JOS. B. MORSS,
JOHN HUSE,
ORIN WESTON,

Directors.

Newburyport, January, 1850.

Return of the Newburyport Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock, - - - - -	\$200,000 00
Increase of capital since last report, - - -	None.
Capital paid in per last report, - - -	\$4,140 00
Capital paid in since last report, - - -	43,847 00
Total amount of capital stock paid in, - - -	47,987 00
Funded debt per last report, - - -	None.
Funded debt paid since last report, - - -	do
Funded debt, increase of, since last report, - - -	19,100 00
Total present amount of funded debt, - - -	19,100 00
Floating debt, per last report, - - -	None.
Floating debt paid since last report, - - -	do
Floating debt, increase of, since last report, - - -	5,391 86
Total present amount of floating debt, - - -	5,391 86
Total present amount of funded and floating debt, - - -	24,491 86
Average rate of interest per annum paid during the year, - - - - -	6 per cent.
Maximum amount of debt for each month during the year, viz.: January, nothing; February, nothing; March, nothing; April, nothing; May, \$300 00; June, nothing; July, nothing; August, nothing; September, \$320 00; October, \$3,119 60; November, \$18,574 06; December, \$24,491 86.	
COST OF ROAD AND EQUIPMENT.	
For graduation and masonry, per last report, - - -	Nothing.
For graduation and masonry paid during the past year, - - - - -	29,794 39
Total amount expended for graduation and masonry, - - -	29,794 39
For wooden bridges, per last report, - - -	Nothing.
For wooden bridges paid during the past year, - - -	do
Total amount expended for wooden bridges, - - -	do
Total amount expended for iron bridges, (if any,) - - -	do
For superstructure, including iron, per last report, - - -	do
For superstructure, including iron, paid during the past year, - - - - -	27,716 25
Total amount expended for superstructure, including iron, - - - - -	27,716 25
For stations, buildings and fixtures, per last report, - - -	Nothing.
For stations, buildings and fixtures, paid during the past year, - - - - -	do
Total amount expended for stations, buildings and fixtures, - - - - -	do
For land, land-damages and fences, per last report, - - -	do
For land, land-damages and fences, paid during the past year, - - - - -	4,069 33
Total amount expended for land, land-damages and fences, - - - - -	4,069 33
For locomotives, per last report, - - - - -	Nothing.
For locomotives, paid during the past year, - - -	do
Total amount expended for locomotives, - - -	do
For passenger and baggage cars, per last report, - - -	do
For passenger and baggage cars, paid during the past year, - - - - -	do
Total amount expended for passenger and baggage cars, - - - - -	do
For merchandise cars, per last report, - - -	do
For merchandise cars, paid during the past year, - - -	do

Total amount expended for merchandise cars,	-	Nothing.	
For engineering, per last report,	-	1,992 21	
For engineering paid during the past year,	-	1,110 00	
Total amount expended for engineering,	-		3,102 21
For agencies and other expenses, per last report,	-	Nothing.	
For agencies and other expenses, paid during the past year,	-	1,822 28	
Total amount expended for agencies and other expenses,	-		1,822 28
Total cost of road and equipment,	-	Unfinished.	

CHARACTERISTICS OF ROAD.

Length of road,	-	8 miles, 179 rods.
Length of single main track,	-	8 miles, 179 rods.
Length of double main track,	-	None.
Length of branches owned by the company, stating whether they have a single or double track,	-	do
Aggregate length of sidings and other tracks, excepting main track and branches,	-	900 feet.
Weight of rail per yard in main road,	-	50 lbs.
Weight of rail per yard in branch roads,	-	Nothing.
Specify the different weights per yard,	-	50 lbs.
Maximum grade, with its length in main road,	-	29.66
Maximum grade, with its length in branch roads,	-	Nothing.
Total rise and fall in main road,	-	Rise, 94.570; fall, 41.550.
Total rise and fall in branch roads,	-	Nothing.
Shortest radius of curvature, with length of curve in main road,	-	1,400 feet radius.
Shortest radius of curvature, with length of curve in branch roads,	-	None.
Total degrees of curvature in main road,	-	217°
Total degrees of curvature in branch roads,	-	None.
Total length of straight line in main road,	-	6 miles, 8 rods.
Total length of straight line in branches,	-	Nothing.
Aggregate length of wooden truss bridges,	-	None.
Aggregate length of all other wooden bridges,	-	85 feet string bridge.
Aggregate length of iron bridges,	-	Nothing.
Whole length of road unfenced on both sides,	-	960 rods.
Number of public ways crossed at grade,	-	Nine.
Number of railroads crossed at grade,	-	None.
Remarks,	-	} None.
Way stations for express trains,	-	
Way stations for accommodation trains,	-	
Flag stations,	-	
Whole number of way stations,	-	
Whole number of flag stations,	-	

DOINGS DURING THE YEAR.

Miles run by passenger trains,	-	Road unfinished.
Miles run by freight trains,	-	
Miles run by other trains,	-	
Total miles run,	-	
Number of passengers carried in the cars,	-	
Number of passengers carried one mile,	-	
Number of tons of merchandise carried in the cars,	-	
Number of tons of merchandise carried one mile,	-	
Number of passengers carried one mile, to and from other roads,	-	
Number of tons carried one mile, to and from other roads,	-	

Rate of speed adopted for express passenger trains, including stops, - - - -	Road unfinished.
Average rate of speed actually attained by express passenger trains, including stops and detentions, -	
Rate of speed adopted for accommodation trains, -	
Rate of speed actually attained by accommodation trains, including stops and detentions, - -	
Average rate of speed actually attained by special trains, including stops and detentions, - -	
Average rate of speed adopted for freight trains, including stops and detentions, - - -	
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, - -	
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, - -	

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, - -	
For repairs of wooden bridges, - - -	
For renewals of iron, including laying down, -	
For wages of switchmen, average per month, \$	
For wages of gate-keepers, average per month, \$	
For wages of signal-men, average per month, \$	
For wages of watchmen, average per month, \$	
Number of men employed, exclusive of those engaged in construction, - - - -	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) -	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - -	
Total for maintenance of way, - - -	

MOTIVE POWER AND CARS.

For repairs of locomotives, - - - -	
For new locomotives, to cover depreciation, - -	
For repairs of passenger cars, - - -	
For new passenger cars, to cover depreciation, -	
For repairs of merchandise cars, - - -	
For new merchandise cars, to cover depreciation, -	
For repairs of gravel and other cars, - - -	
Total for maintenance of motive power and cars, -	
Number of engines, - - - -	
Number of passenger cars, - - - -	
Number of baggage cars, - - - -	
Number of merchandise cars, - - - -	
Number of gravel cars, - - - -	

MISCELLANEOUS.

For fuel used by engines during the year, viz. :	
Wood, - - - -	
Coal, - - - -	
For oil used by cars and engines, - - -	
For waste and other material for cleaning, - -	
For salaries, wages and incidental expenses, chargeable to passenger department, - - -	
For salaries, wages and incidental expenses, chargeable to freight department, - - -	
For gratuities and damages, - - -	
For taxes and insurance, - - -	

For ferries, - - - - -	Road unfinished.
For repairs of station buildings, aqueducts, fixtures, furniture, - - - - -	
For interest, - - - - -	
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, - - - - -	
For amount paid other companies, as rent for use of their roads, specifying each company, - - - - -	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - - - -	
Total miscellaneous, - - - - -	
Total expenditures for working the road, - - - - -	

INCOME DURING THE YEAR.

For passengers :—

1. On main road, including branches owned by company, - - - - -
2. To and from other roads, specifying what, - - - - -

For freight :—

1. On main road and branches owned by company, - - - - -
2. To and from other connecting roads, - - - - -

U. S. mails, - - - - -	
Rents, - - - - -	
Total income, - - - - -	
Net earnings, after deducting expenses, - - - - -	

DIVIDENDS.

per cent. Total, - - - - -	
Surplus not divided, - - - - -	
Surplus last year, - - - - -	
Total surplus, - - - - -	

ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ. :

Road and bridges, - - - - -	
Buildings, - - - - -	
Engines and cars, - - - - -	

Respectfully submitted,

CHAS. J. BROCKWAY,
 GEORGE J. TENNEY,
 RICHARD FOWLER,
 JOS. B. MORSS,
 JOHN HUSE,
 ORIN WESTON,

*Directors.**Newburyport, December 31, 1849.*

ESSEX, ss. *January 31, 1850.* Then personally appeared Charles J. Brockway, George J. Tenney, Richard Fowler, Joseph B. Morss, John Huse, and Orin Weston, aforementioned, and severally made oath that the within return, above subscribed, was true, according to their best knowledge and belief. Before me,

THOMAS DAVIS, *Justice of the Peace.*

THIRD ANNUAL REPORT

OF THE

NORFOLK COUNTY RAILROAD COMPANY.

*Return of the Norfolk County Railroad, under the Act of May 1, 1849, chap. 191.
December 31st, 1849.*

Capital stock,	-	-	-	-	-	\$700,000	00
Increase of capital since last report,	-	-	-	-	-		
Capital paid in per last report,	-	-	-	-	-	\$414,256	53
Capital paid in since last report,	-	-	-	-	-	91,690	35
Total amount of capital stock paid in,	-	-	-	-	-		505,946 88
Funded debt, per last report,	-	-	-	-	-		
Funded debt paid since last report,	-	-	-	-	-		
Funded debt, increase of, since last report,	-	-	-	-	-	269,550	00
Total present amount of funded debt,	-	-	-	-	-		269,550 00
Floating debt, per last report,	-	-	-	-	-	233,166	79
Floating debt paid since last report,	-	-	-	-	-		
Floating debt, increase of, since last report,	-	-	-	-	-	22,955	58
Total present amount of floating debt,	-	-	-	-	-		256,122 37
Total present amount of funded and floating debt,	-	-	-	-	-		525,672 37
Average rate of interest per annum paid during the year,	-	-	-	-	-		
Maximum amount of debt for each month during the year, viz.: January, \$233,237 33; February, \$279,751 86; March, \$337,048 78; April, \$360,844 89; May, \$471,324 00; June, \$481,977 10; July, \$481,977 10; August, \$483,115 76; September, \$483,115 76; October, \$483,115 76; November, \$483,115 76; December, \$525,672 37.							
COST OF ROAD AND EQUIPMENT.							
For graduation and masonry, per last report,	-	-	-	-	-	442,689	12
For graduation and masonry paid during the past year,	-	-	-	-	-	74,254	61
Total amount expended for graduation and masonry,	-	-	-	-	-		516,943 73
For wooden bridges, per last report,	-	-	-	-	-	20,003	08
For wooden bridges paid during the past year,	-	-	-	-	-	16,033	07
Total amount expended for wooden bridges,	-	-	-	-	-		36,036 15
Total amount expended for iron bridges, (if any,)	-	-	-	-	-	None.	
For superstructure, including iron, per last report,	-	-	-	-	-	102,639	15
For superstructure, including iron, paid during the past year,	-	-	-	-	-	116,288	22
Total amount expended for superstructure, including iron,	-	-	-	-	-		218,927 37
For stations, buildings and fixtures, per last report,	-	-	-	-	-		
For stations, buildings and fixtures, paid during the past year,	-	-	-	-	-	5,952	25
Total amount expended for stations, buildings and fixtures,	-	-	-	-	-		5,952 25

For land, land-damages and fences, per last report, -	\$26,741 22	
For land, land-damages and fences, paid during the past year, -	15,125 13	
Total amount expended for land, land-damages and fences, -		\$41,866 35
For locomotives, per last report, -	1,550 00	
For locomotives, paid during the past year, -	30,087 87	
Total amount expended for locomotives, -		31,637 87
For passenger and baggage cars, per last report, -		
For passenger and baggage cars, paid during the past year, -	13,850 00	
Total amount expended for passenger and baggage cars, -		13,850 00
For merchandise cars, per last report, -	4,607 50	
For merchandise cars, paid during the past year, -	25,792 00	
Total amount expended for merchandise cars, -		30,399 50
For engineering, per last report, -	12,759 32	
For engineering paid during the past year, -	5,437 68	
Total amount expended for engineering, -		18,197 00
For agencies and other expenses, per last report, -		
For agencies and other expenses, paid during the past year, -		
Total amount expended for agencies and other expenses, -		36,795 13
Total cost of road and equipment, -		950,605 35

CHARACTERISTICS OF ROAD.

Length of road, -	137,100 ft., or 25 965-1000	
Length of single main track, -	136,100 ft.	[miles.
Length of double main track, -	1000 feet.	
Length of branches owned by the company, stating whether they have a single or double track, -	None.	
Aggregate length of sidings and other tracks, excepting main track and branches, -	2550 feet.	
Weight of rail per yard in main road, -	58 to 63 lbs.	
Weight of rail per yard in branch roads, -		
Specify the different weights per yard, -	58, 61 and 63 lbs.	
Maximum grade, with its length in main road, -	35 376-1000 ft. ; 6300 feet	
Maximum grade, with its length in branch roads, -		[long.
Total rise and fall in main road, -	694 ft. ; (410 ft. rise, 284 ft.	
Total rise and fall in branch roads, -		[fall.)
Shortest radius of curvature, with length of curve in main road, -	2° 45', 2084 feet ; rad. 1500	
Shortest radius of curvature, with length of curve in branch roads, -		[feet.
Total degrees of curvature in main road, -	252°.	
Total degrees of curvature in branch roads, -		
Total length of straight line in main road, -	111,600 ft., or 21 miles, 43	
Total length of straight line in branches, -		[rods, 10½ ft.
Aggregate length of wooden truss bridges, -	1575 feet.	
Aggregate length of all other wooden bridges, -	133 feet.	
Aggregate length of iron bridges, -	None.	
Whole length of road unfenced on both sides, -	None.	
Number of public ways crossed at grade, -	Sixteen.	
Number of railroads crossed at grade, -	None.	
Remarks, -		
Way stations for express trains, -		
Way stations for accommodation trains, -	Five.	
Flag stations, -	Eight.	

Whole number of way stations, - - -	Five.
Whole number of flag stations, - - -	Eight.
DOINGS DURING THE YEAR.	
Miles run by passenger trains, - - -	20,665
Miles run by freight trains, - - -	9,880
Miles run by other trains, - - -	
Total miles run, - - -	30,545
Number of passengers carried in the cars, - -	35,002
Number of passengers carried one mile, - -	667,000
Number of tons of merchandise carried in the cars, -	7,450
Number of tons of merchandise carried one mile, -	282,416
Number of passengers carried one mile, to and from other roads, - - -	25,026
Number of tons carried one mile, to and from other roads, - - -	222,320
Rate of speed adopted for express passenger trains, including stops, - - -	
Average rate of speed actually attained by express passenger trains, including stops and detentions, -	25 miles per hour.
Rate of speed adopted for accommodation trains, -	
Rate of speed actually attained by accommodation trains, including stops and detentions, - -	29 do do
Average rate of speed actually attained by special trains, including stops and detentions, - -	
Average rate of speed adopted for freight trains, including stops and detentions, - -	12 do do
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, - -	276,235
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, - -	518,616

EXPENDITURES FOR WORKING THE ROAD.

[Since the opening, May 1, 1849.]

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, - -	} Total,	
For repairs of wooden bridges, - - -		
For renewals of iron, including laying down, -		
For wages of switchmen, average per month, \$26 00,		
For wages of gate-keepers, average per month, None.		
For wages of signal-men, average per month, None.		
For wages of watchmen, average per month, \$30 00	}	
Number of men employed, exclusive of those engaged in construction, - - -		19
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) -		
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - -		
Total for maintenance of way, - - -		

MOTIVE POWER AND CARS.

For repairs of locomotives, - - -	\$252 17	
For new locomotives, to cover depreciation, -		
For repairs of passenger cars, - - -		
For new passenger cars, to cover depreciation, -		
For repairs of merchandise cars, - - -	133 69	
For new merchandise cars, to cover depreciation, -		
For repairs of gravel and other cars, - -		
Total for maintenance of motive power and cars, -		\$385 86
Number of engines, - - -	Five.	

Number of passenger cars,	-	-	-	Six.
Number of baggage cars,	-	-	-	Two.
Number of merchandise cars,	-	-	-	Fifty.
Number of gravel cars,	-	-	-	Twenty-six.

MISCELLANEOUS.

For fuel used by engines during the year, viz.:	-	\$2,449	11	} Including am't used on two gravel trains.
Wood,	-	-	-	
Coal,	-	-	-	
For oil used by cars and engines,	-	-	207 04	} In expense account.
For waste and other material for cleaning,	-	-	-	
For salaries, wages and incidental expenses, charge- able to passenger department,	-	-	1,416 43	
For salaries, wages and incidental expenses, charge- able to freight department,	-	-	1,194 77	
For gratuities and damages,	-	-	-	
For taxes and insurance,	-	-	-	
For ferries,	-	-	-	
For repairs of station buildings, aqueducts, fixtures, furniture,	-	-	-	
For interest,	-	-	1,213 20	
For amount paid other companies, in tolls for pas- sengers, and freight carried on their roads, specify- ing each company,	-	-	-	
	[Boston and Providence Railroad,	6,033	30	
	[Providence and Worcester do.	358	64	
For amount paid other companies as rent for use of their roads, specifying each company,	-	-	-	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	-	-	2,456 34	
Total miscellaneous,	-	-	-	\$15,328 83
Total expenditures for working the road,	-	-	-	15,714 69

INCOME SINCE MAY 1, 1849.

For passengers:—

1. On main road, including branches owned by company,	-	-	-	18,272 71
2. To and from other roads, specifying what,	-	-	-	

For freight:—

1. On main road and branches owned by company,	-	7,977	22	
2. To and from other connecting roads,	-	-	-	
U. S. mails,	-	-	-	
Rents,	-	-	-	
Total income,	-	-	-	26,249 93
Net earnings, after deducting expenses,	-	-	-	10,535 24

DIVIDENDS.

per cent. Total,	-	-	-	-
Surplus not divided,	-	-	-	-
Surplus last year,	-	-	-	-
Total surplus,	-	-	-	-

ESTIMATED DEPRECIATION BEYOND THE RENEW-
ALS, VIZ.:

Road and bridges,	-	-	-	-
Buildings,	-	-	-	-
Engines and cars,	-	-	-	-

In submitting their Third Annual Report, the Directors of the Norfolk County Railroad Company would state, that their road was opened for travel on the 23d day of April last; and, on the 18th day of May following, the whole movable property of the company was placed in the hands of assignees, for the benefit of all concerned.

The directors felt compelled to this course, in consequence of the large amount of debt then rapidly maturing, and the disfavor with which railroad securities were received by the public; since which time, a mortgage of the whole property of the corporation, has been executed in favor of Messrs. Robert G. Shaw, J. Amory Davis, and Charles T. Russell, as trustees for the bond holders, in accordance with an agreement made between the directors and creditors of the company, and under which the debt of the corporation is rapidly being funded.

This will relieve the company of much of the embarrassment under which it has labored during the past year. And, as the stations, turn-outs, &c., are now about completed, the directors believe there will be a very considerable increase of business on the road the coming season.

No accident has occurred on the road since it was opened for travel.

E. D. AMMIDOWN,
SAMUEL FROTHINGHAM,
LYMAN KINSLEY,
JULIUS C. HURD,
JOHN SMITH.

SUFFOLK, ss. *Boston, January 30, 1850.* Then personally appeared the within named E. D. Ammidown, Samuel Frothingham, and Lyman Kinsley, and made oath that the foregoing report was true, according to their best knowledge and belief. Before me,

JNO. GOLDSBURY, *Justice of the Peace.*

NORFOLK, ss. *January 31, 1850.* Then personally appeared the within named John Smith, and Julius C. Hurd, and made oath that the foregoing report is true, according to their best knowledge and belief.

Before me, EZRA W. SAMPSON, *Justice of the Peace.*

FOURTEENTH ANNUAL REPORT

OF THE

NORWICH & WORCESTER RAILROAD COMPANY.

To the Honorable Legislature of the Commonwealth of Massachusetts :

The Directors of the Norwich and Worcester Railroad Corporation, in obedience to the laws of the Commonwealth of Massachusetts, present their Fourteenth Annual Report, as follows :—

Cost of road, engines, cars, depots, wharves, &c., to

November 30, 1849. (See commissioner's report,) \$2,095,508 54

Receipts for 12 months, ending November 30, 1849, were as follows :—

For transportation of passengers and freight,	-	-	\$218,543 43
Mail service,	-	-	7,813 11
Express mail service,	-	-	444 88
Adams & Co's express,	-	-	3,983 54
Other income,	-	-	3,025 44
Rental,	-	-	2,387 21
			<hr/>
			\$236,197 61

Disbursements.

Repairs, road, cars, engines, buildings, fuel, oil, and labor,	\$139,709 26
Inventory of materials on hand, November 30, 1849, out,	29,047 36
	<hr/>
	\$110,661 90

Repairs engines,	-	-	\$12,201 70
Repairs passenger cars,	\$2,791 99		
Repairs freight cars,	1,311 31		
	<hr/>		4,103 30
Repairs road,	-	-	11,946 51
Repairs wooden bridges,	-	-	3,302 62
Renewals of iron,	-	-	1,988 32
Wages of switchmen,	-	-	779 60

Wages of gate-keepers,	-	\$277	89
Wages of signal men,	-	469	87
Wages of watchmen,	-	1,088	29
Removing ice and snow,	-	1,051	15
Repairs of fences, tool houses, &c.,		71	94
New passenger cars,	-	90	38
Repairs of other cars,	-	51	76
Wood,	-	25,940	76
Coal,	-	1,166	65
Oil,	-	3,955	36
Waste,	-	259	51
Passenger expenses,	-	11,553	15
Freight expenses,	-	19,033	12
Gratuities and damages,	-	50	50
Taxes and insurance,	-	50	42
Rep's station houses, aqueducts, &c.,		3,630	93
Salaries of president, &c., &c., and all others not classified,	-	7,598	17
			<hr/>
		\$110,661	90
Contingent,	-	3,267	00
Gratuities and damages,	-	1,437	33
Taxes and insurance,	-	1,027	15
Miscellaneous,	-	802	52
			<hr/>

This amount is embraced in the printed report, under the head of gratuities and damages, taxes and insurance, and miscellaneous, - 3,267 00

Office expenses,	-	-	-	135	95	\$114,064	85
Net earnings,	-	-	-	-	-	\$122,132	76
Salary of transfer officer,	-	-	-	803	82		
Balance of interest account,	-	-	-	44,792	51		
						<hr/>	45,596 33
To credit of profit and loss,	-	-	-	-	-	\$76,536	43

The following items are included in the above amount of disbursements, viz. :

Cost of two new bridges, 285 feet and 77 feet, making 362 feet,	-	-	-	\$3,999	15
Cost of railroad ties laid down,	-	-	-	2,593	06
Cost of Y switch,	-	-	-	398	35
					<hr/>
					\$6,990 56

There has also been expended, for new rail-

way iron, during the past year,	-	\$4,662 42
For engine house and turn table,	-	3,587 60
For 27 8-wheel house freight cars ; 2 8-wheel platform cars ; 49 8-wheel house freight car frames, complete ; 2 8-wheel passenger cars ; and 2 8-wheel locomotive engines, each of 22 tons, with four large drivers, the sum of		41,150 00

\$49,400 02

And there has been carried to the credit of construction, during the past year, for *deterioration*, under the several heads stated in the commissioner's report, the sum of \$141,720 89

The following are all the casualties, required by law to be reported, that have occurred on the Norwich and Worcester Railroad, in the year ending November 30, 1849 :—

January 4. At the second crossing of Pomfret station, a sleigh, with two horses in it, came in contact with the cars, and was upset ; a lady not badly injured.

January 29. The cars of the Norwich and Worcester Railroad ran into, at the crossing near Worcester, by the engine of Western Railroad, by which a passenger car was injured, and the conductor of the Norwich and Worcester Railroad slightly bruised, and Mr. Parker, a passenger, so injured as to confine himself to the house ten to fourteen days.

April 23. A. W. Ainsworth, while attempting to get upon the express freight train, when crossing Myrtle street, Worcester, for the purpose of riding to the depot, fell between the last two cars of the train, and had both legs broken. As he had been previously cautioned not to get upon the train, no blame could be attached to the employees of the company.

June 3. John Greenhatch, a fireman on steamboat train, when coupling two cars at Allyn's Point, was caught between them, fracturing his collar bone, and two ribs.

June 8. A passenger fell from the platform of second class car, in evening accommodation train from Worcester, when near Oxford station, and was instantly killed. He was, as was supposed by the conductor, intoxicated.

Only one other passenger has been killed on the road since it was opened for travel. He left his seat on the first class passenger car, and was standing on the platform, in front of second class passenger car, next to the tender, and was destroyed by collision of a passenger train and two freight cars, loaded with iron, which became detached from a freight train, on an ascending grade.

September 14. A collision between the Pomfret train, for Norwich,

and the express freight train, (irregular,) took place near Danielsonville ; no person injured.

October 29. Mr. Fales, a temporary brakeman on freight train, while passing Jewitt city bridge, was thrown from the cars, and killed ; also, John Madigan, a brakeman on a freight train, was slightly injured by humper, while coupling cars, near Fisherville station.

Whole number of miles run during the year ending November 30, 1849 :—

With passengers,	-	-	-	-	-	129,044 miles.
With freight,	-	-	-	-	-	39,857 “
With express freight,	-	-	-	-	-	36,337 “
Miscellaneous,	-	-	-	-	-	11,273 “
						<hr/> 216,511 miles.

Number of passengers carried in the cars, in 12 months, from December 1, 1848, to November 30, 1849, inclusive, viz. :—

First class,	-	-	-	-	-	-	123,220½
Second class,	-	-	-	-	-	-	48,777½
							<hr/> 171,998

Number of passengers carried one mile, in the cars, for the same period of time, - - - - - 4,194,576

During the whole of the last year there has been three regular passenger trains running over the road, from Norwich to Worcester, and back, daily ; and, in addition, a fourth passenger express, freight train, each way, over the road, daily.

All which is respectfully submitted, with the return required by law,

JOEL W. WHITE,
CHARLES JOHNSON,
JEDEDIAH HUNTINGTON,
J. NEWTON PERKINS,
WM. AUG. WHITE,
SAM'L W. BRIDGHAM,
ELIHU TOWNSEND,
ALEX. DE WITT.

January, 1850.

STATE OF CONNECTICUT.

COUNTY OF NEW LONDON, ss. NORWICH. I hereby certify, that on this 21st day of January, 1850, Joel W. White, Charles Johnson, Jede-

diah Huntington, and J. Newton Perkins, appeared before me, and made solemn oath, that the statements herein contained, are true, according to the best of their knowledge and belief.

LEVI H. GODDARD, *Justice of the Peace.*

STATE OF NEW YORK.

CITY AND COUNTY OF NEW YORK, ss. I, John Livingston, a notary public, duly admitted and sworn, and dwelling in the city of New York, do hereby certify, that, on this 23d day of January, 1850, before me, personally came William A. White, Samuel W. Bridgham, and Elihu Townsend, to me personally known, all of whom made solemn oath, that the statements herein contained are true, according to the best of their knowledge and belief.

In witness whereof, I have hereunto set my hand, and affixed my official seal, this 23d day of January, 1850.

[L. S.]

JOHN LIVINGSTON, *Notary Public, 54 Wall Street.*

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. *January 28, 1850.* Then personally appeared the above named Alexander De Witt, and made oath that the foregoing return, by him subscribed, is just and true, according to the best of his knowledge and belief. Before me,

J. HENRY HILL, *Justice of the Peace.*

Return of the Norwich and Worcester Railroad, under the Act of May 1, 1849, chap. 191, for the year ending November 30, 1849.

Capital stock, - - - - -	\$2,200,000 00	
Increase of capital since last report, - - -		\$2,200,000 00
Capital paid in per last report, - - -	1,658,500 00	
Capital paid in since last report, - - -	30,000 00	
Total amount of capital stock paid in, - - -		1,688,500 00
Funded debt, per last report, [including Worcester and Nashua Railroad Stock,] \$1,170,323 00	} 764,273 00	
Funded debt paid since last report, 406,050 00		
Funded debt, increase of, since last report, - - -		237,100 00
Total present amount of funded debt, - - -	\$1,001,373 00	
Floating debt, [and deferred,] per last report, [exclusive of assets,] - - - \$135,339 66		
Floating debt paid since last report, 54,621 55		
Floating debt, increase of, since last report, - - -		
Total present amount of floating [and deferred] debt, - - -	80,718 11	
Total present amount of funded, floating, [and deferred] debt, - - -		1,082,091 11
[Assets, - - - - - \$91,186 16		
Average rate of interest per annum paid during the year, - - - - -	5½ per cent.	
Maximum amount of debt for each month during the year, viz.: December, \$1,310,469 97; January, \$1,307,212 21; February, \$1,322,228 53; March, \$1,313,886 90; April, \$1,304,228 45; May, \$1,301,228 57; June, \$1,294,663 94; July, \$1,297,050 95; August, \$1,291,294 20; September, \$1,287,677 34; October, \$1,284,333 36; November, \$1,082,091 11; December, \$		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report, - - -	614,529 92	
For graduation and masonry paid during the past year, - - - - -		
Total amount expended for graduation and masonry, - - -		614,529 92
For wooden bridges, per last report, - - -	47,671 61	
For wooden bridges paid during the past year, - - -		
Total amount expended for wooden bridges, [\$47,671 61. Reduced for depreciation, \$10,300 00,] - - -		37,371 61
Total amount expended for iron bridges, (if any,) - - -		
For superstructure, including iron, per last report, - - -	533,034 93	
For superstructure, including iron, paid during the past year, - - - - -	4,662 42	
Total amount expended for superstructure, including iron, [\$537,699 35. Reduced for dep. \$51,818,] - - -		485,879 35
For stations, buildings and fixtures, per last report, - - -	81,710 22	
For stations buildings and fixtures, paid during the past year, - - - - -	3,587 80	
Total amount expended for stations, buildings and fixtures, [\$85,298 02. Red'd for det. \$10,504 39,] - - -		74,793 63
For land, land-damages and fences, per last report, - - -	193,597 39	
For land, land-damages and fences, paid during the past year, - - - - -		
Total amount expended for land, land-damages and fences, [\$193,597 39. Red'd for det. \$53,852 50,] - - -		139,744 89
For locomotives, per last report, - - - - -	89,811 90	

For locomotives, paid during the past year, -	\$14,450 00	
Total amount expended for locomotives, [\$104,261 90.		
Reduced for depreciation, - \$8,021 46,]		\$96,240 44
For passenger and baggage cars, per last report, -	42,102 57	
For passenger and baggage cars, paid during the		
past year, - - -	3,100 00	
Total amount expended for passenger and baggage		
cars, [\$45,202 57. Reduced for dep. \$3,477 69,]		41,724 88
For merchandise cars, per last report, -	25,101 10	
For merchandise cars, paid during the past year, -	23,600 00	
Total amount expended for merchandise cars, [\$48,-		
701 10. Reduced for depreciation, \$3,746 85,]		44,954 25
For engineering, per last report, [and other ex-		
penses,] - - -	560,269 57	
For engineering paid during the past year, -		
Total amount expended for engineering, -		69,499 50½
For agencies and other expenses, per last report, -		Included in engineering.
For agencies and other expenses, paid during the		
past year, - - -		
Total amount expended for agencies and other ex-		
penses, - - -		490,770 06½
Total cost of road and equipment, - - -		2,095,508 54

CHARACTERISTICS OF ROAD.

Length of road, - - -	59 miles.
Length of single main track, - - -	57.2 miles.
Length of double main track, - - -	1.8 do
Length of branches owned by the company, stating	
whether they have a single or double track, -	7 miles single track.
Aggregate length of sidings and other tracks, ex-	
cepting main track and branches, - - -	
Weight of rail per yard in main road, - - -	56 lbs.
Weight of rail per yard in branch roads, - - -	56 lbs.
Specify the different weights per yard, - - -	
Maximum grade, with its length in main road, -	32 feet for 13,265 feet.
Maximum grade, with its length in branch roads, -	
Total rise and fall in main road, - - -	845.74
Total rise and fall in branch roads, - - -	
Shortest radius of curvature, with length of curve in	
main road, - - -	1910 ft. for 3639 ft., in Mass.
Shortest radius of curvature, with length of curve in	
branch roads, - - -	
Total degrees of curvature in main road, - - -	424° 30' in Massachusetts.
Total degrees of curvature in branch roads, - - -	
Total length of straight line in main road, - - -	12.8 miles in Mass.
Total length of straight line in branches, - - -	
Aggregate length of wooden truss bridges, - - -	1575 feet.
Aggregate length of all other wooden bridges, - - -	
Aggregate length of iron bridges, - - -	
Whole length of road unfenced on both sides, - - -	
Number of public ways crossed at grade, - - -	Sixty-eight.
Number of railroads crossed at grade, - - -	One, Western.
Remarks, - - -	
Way stations for express trains, - - -	Two.
Way stations for accommodation trains, - - -	Twelve.
Flag stations, - - -	Three.
Whole number of way stations, - - -	Sixteen.
Whole number of flag stations, - - -	Three.

DOINGS DURING THE YEAR.			
Miles run by passenger trains, - - -	-	129,044 miles.	
Miles run by freight trains, - - -	-	39,857 do	
[Miles run by express freight trains, - - -	-	36,337 do	
Miles run by other trains, - - -	-	11,273 do	
Total miles run, - - -	-		216,511 miles.
Number of passengers carried in the cars, - - -	-	171,998	
Number of passengers carried one mile, - - -	-	4,194,576	
Number of tons of merchandise carried in the cars, -	-	53,372	
Number of tons of merchandise carried one mile, -	-	2,529,362	
Number of passengers carried one mile, to and from other roads, - - -	-	87,614	
Number of tons carried one mile, to and from other roads, - - -	-		
Rate of speed adopted for express passenger trains, including stops, - - -	-	} 30 miles per hour.	
Average rate of speed actually attained by express passenger trains, including stops and detentions, -	-		
Rate of speed adopted for accommodation trains, -	-	20 do do	
Rate of speed actually attained by accommodation trains, including stops and detentions, -	-	30 do do	
Average rate of speed actually attained by special trains, including stops and detentions, -	-	36 do do	
Average rate of speed adopted for freight trains, including stops and detentions, - - -	-	9.25 do do	
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, - - -	-	5,444,400	
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, - - -	-	8,934,600	

EXPENDITURES FOR WORKING THE ROAD.			
For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, - - -	-	\$11,946 51	
For repairs of wooden bridges, - - -	-	3,302 62	
For renewals of iron, including laying down, - - -	-	1,988 32	
For wages of switchmen, average per month, \$779 60,		} Total, 2,615 65	
For wages of gate-keepers, average per month, \$277 89,			
For wages of signal-men, average per month, \$469 87,			
For wages of watchmen, average per month, \$1088 29,			
Number of men employed, exclusive of those engaged in construction, - - -	-		One hundred and fifty.
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) -	-	1,051 15	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - - -	-	71 94	
Total for maintenance of way, - - -	-		\$20,976 19

MOTIVE POWER AND CARS.			
For repairs of locomotives, - - -	-	12,201 70	
For new locomotives to cover depreciation, - - -	-		
For repairs of passenger cars, - - -	-	2,791 99	
For new passenger cars, to cover depreciation, -	-	90 38	
For repairs of merchandise cars, - - -	-	1,311 31	
For new merchandise cars, to cover depreciation, -	-		
For repairs of gravel and other cars, - - -	-	51 76	
Total for maintenance of motive power and cars, -	-		16,447 14
Number of engines, [6 6-wheel, and 8 8-wheel engines,] - - -	-		Fourteen.
Number of passenger cars, [2 4-wheel, and 11 8-wheel passenger cars,] - - -	-		Thirteen.

Number of baggage cars, [3 8-wheel baggage and 2d class do., and 2 baggage cars.]	-	-	Five.
Number of merchandise cars, [93 8-wheel, and 12 4-wheel cars.]	-	-	One hundred and five cars.
Number of gravel cars,	-	-	

MISCELLANEOUS.

For fuel used by engines during the year, viz.,	-	\$27,107 41	
Wood, -	\$25,940 76		
Coal, -	1,166 65		
For oil used by cars and engines, -	-	3,955 36	
For waste and other material for cleaning, -	-	259 51	
For salaries, wages and incidental expenses, chargeable to passenger department, -	-	11,553 15	
For salaries, wages and incidental expenses, chargeable to freight department, -	-	19,033 12	
For gratuities and damages, -	-	1,487 83	
For taxes and insurance, -	-	1,077 57	
For ferries, -	-	-	
For repairs of station buildings, aqueducts, fixtures, furniture, -	-	3,630 93	
For interest, [balance of interest account,] -	-	44,792 51	
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, -	-	-	
For amount paid other companies as rent for use of their roads, specifying each company, -	-	-	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, -	-	9,340 46	
Total miscellaneous, -	-	\$122,237 85	
Total expenditures for working the road, -	-	159,661 18	

INCOME DURING THE YEAR.

For passengers:—

1. On main road, including branches owned by company, -	-	86,571 53	
2. To and from other roads, specifying what, [Boston and Worcester Railroad,] -	-	17,826 95	
			104,398 48

For freight:—

1. On main road and branches owned by company, -	-	93,209 47	
2. To and from other connecting roads, [Boston and Worcester Railroad,] -	-	20,935 48	

U. S. mails, -	-	8,257 99	
Rents, [\$2,387 21; other income, \$7,008 98,] -	-	9,396 19	
			17,654 18
Total income, -	-	-	236,197 61
Net earnings, after deducting expenses, -	-	-	76,536 43

DIVIDENDS.

per cent. Total, -	-	-	-
Surplus not divided, -	-	-	76,536 43

Surplus last year, - - - - -	\$291,267 28	
Total surplus, - - - - -		\$367,803 71
[From which sum has been transferred during the year, to construction account, for deterioration,] -	87,868 39	
[Loss on assets, &c., &c., - - - - -]	24,448 03	
		112,316 42
[Leaving present total surplus, - - - - -]		\$255,487 29

As the books of the company have not been kept in conformity to the requisitions of the act of April 16, 1846, some of the items in the return cannot be given, and the characteristics of the road are incomplete, for the reason that the note-books, &c., of the location of the road have been lost or mislaid.

The undersigned, having been called upon to examine the accounts of the Norwich and Worcester Railroad Company, relative to the expenditures for the road, and to decide what portion of said expenditures are to be applied to the different sections of the road, report, that on the 25th day of January, and 2d day of February, 1850, we examined the accounts of said company, up to the 30th November, 1849, and found that there had been expended for the road, in Connecticut, since the 30th November, 1848, the sum of - \$30,541 62

Viz.: carriage department, -	\$27,433 34	
Railway iron, - - - - -	3,108 28	
		\$30,541 62
To which add amount up to 30th November, 1848,		1,531,329 51 $\frac{3}{4}$
		\$1,561,871 13 $\frac{3}{4}$

And from which, deduct for surplus land in Connecticut, - - - - - \$5,006 80

And from surplus fund, under the following heads, for deterioration, viz. :—

Railway timber, in Connecticut, -	4,385 00	
Depot buildings, in Connecticut, -	9,000 00	
Bridges, in Connecticut, - - -	8,800 00	
Carriage department, $\frac{2}{3}$ of \$15,246 00	10,164 00	
Railway iron, $\frac{2}{3}$ of 45,000 00	30,000 00	
		67,355 80

Making the cost, in Connecticut, November 30, 1849, \$1,494,515 33 $\frac{3}{4}$

That there has been expended, in Massachusetts, since the 30th of November, 1848, the sum of - \$18,858 60

Viz.: Carriage department, \$13,716 66

Railway iron, - - 1,554 14

Depot buildings, - - 3,587 80

18,858 60

To which add amount up to 30th Novem-

ber, 1848, - - - 656,499 69 $\frac{1}{4}$

\$675,358 29 $\frac{1}{4}$

And from which deduct, viz. :—

For surplus land in Mass., \$13,089 20

For land in Massachusetts, sold, 35,756 50

And from surplus fund, under

the following heads, for de-

terioration, viz. :—

Railway timber in Massachusetts, 2,433 00

Depot buildings in Massachusetts, 1,504 39

Bridges in Massachusetts, 1,500 00

Carriage departm't, $\frac{1}{3}$ of \$15,246 5,082 00

Railway iron, $\frac{1}{3}$ of 45,000 15,000 00

74,365 09

Making the cost in Massachusetts, November 30, 1849, \$600,993 20 $\frac{1}{4}$

To which add in Connecticut, - - - 1,494,515 33 $\frac{3}{4}$

Making the whole cost, up to November 30, 1849, \$2,095,508 54

They further report, that the accounts of the expenditures on the road, in each State, have been kept separate and distinct, as required by their charter.

That the receipts of the company for twelve months, ending with the month of November, 1849, were - - \$236,197 61

Expenditures were, expense of running the

cars, and repairs cars and road, - - \$139,709 26

Deduct inventory of materials on hand, No-

vember 30, 1849, - - - 29,047 36

110,661 90

Contingent expenses. (See Director's Report

for the division of this amount,) - - 3,267 00

Office expenses, - - - 135 95

114,064 85

Net earnings of road, - - - - \$122,132 76

Net earnings of road, brought forward,		\$122,132 76
From which deduct salary of transfer office,	\$ 803 82	
Balance of interest account,	- -	44,792 51
		<u>45,596 33</u>

Leaving net, after paying expenses and interest,	<u>\$76,536 43</u>
--	--------------------

Of which we have set to Massachusetts, $\frac{1}{3}$	\$25,512 14 $\frac{1}{3}$	
To Connecticut, $\frac{2}{3}$	- - -	51,024 28 $\frac{2}{3}$
		<u>\$76,536 43</u>

All which is respectfully submitted.

A. H. BULLOCK,
Commissioner for the Commonwealth of Massachusetts.

WALCOTT HUNTINGTON,
Commissioner for the State of Connecticut.

January 25, 1850.

SIXTH ANNUAL REPORT

OF THE

OLD COLONY RAILROAD CORPORATION.

To the Honorable Legislature of the Commonwealth of Massachusetts :

The Directors of the Old Colony Railroad Corporation respectfully submit a report of their doings, during the year ending on the 1st day of December last, as required by law.

Return of the Old Colony Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock [authorized,]	-	-	-	\$2,000,000	00
Increase of capital since last report,	-	-	-		
Capital paid in per last report,	-	-	-	\$1,601,415	00
Capital paid in since last report,	-	-	-	354,815	00
Total amount of capital stock paid in,	-	-	-		1,956,230 00
Funded debt, per last report,	-	-	-		
Funded debt paid since last report,	-	-	-		
Funded debt, increase of, since last report,	-	-	-	328,685	00
Total present amount of funded debt,	-	-	-		328,685 00
Floating debt, per last report,	-	-	-	509,463	51
Floating debt paid since last report,	-	-	-	458,890	61
Floating debt, increase of, since last report,	-	-	-		
Total present amount of floating debt,	-	-	-		50,572 90
Total present amount of funded and floating debt,	-	-	-		379,257 90
Average rate of interest per annum paid during the year,	-	-	-		
Maximum amount of debt for each month during the year, viz. : January, \$556,731 04 ; February, \$607,437 21 ; March, \$592,243 40 ; April, \$537,954 78 ; May, \$531,174 14 ; June, \$486,861 60 ; July, \$458,562 71 ; August, \$411,475 20 ; September, \$418,583 66 ; October, \$382,075 20 ; November, \$363,575 20 ; December, \$379,257 90. [Discount on bonds and added in this amount.]				On funded debt, 6 per cent. on bonds at 5 years, which were sold at 8 and 10 per cent. discount ; on the floating debt, about one per cent. a month.	
COST OF ROAD AND EQUIPMENT.					
[For Abington Branch, per last report,	-	-	-		127,618 43
[For Abington Branch, since last report,	-	-	-		1,480 44
For graduation and masonry, per last report,	-	-	-	222,254	00
For graduation and masonry paid during the past year,	-	-	-	15,096	12
Total amount expended for graduation and masonry,	-	-	-		237,340 12
For wooden bridges, per last report,	-	-	-	80,088	48
For wooden bridges paid during the past year,	-	-	-	8,408	50
Total amount expended for wooden bridges,	-	-	-		88,496 98

Total amount expended for iron bridges, (if any), -		
For superstructure, including iron, per last report, -	\$468,754	43
For superstructure, including iron, paid during the past year, -	8,291	77
Total amount expended for superstructure, including iron, -		\$477,046 20
For stations, buildings and fixtures, per last report, -	198,731	63
For stations, buildings and fixtures, paid during the past year, -	8,702	60
Total amount expended for stations, buildings and fixtures, -		207,434 23
For land, land-damages and fences, per last report, -		
[\$649,622 91, less \$12,946 72, land, &c., sold,]	637,676	19
For land, land-damages and fences, paid during the past year, -	7,817	91
Total amount expended for land, land-damages and fences, -		645,494 10
For locomotives, per last report, -	87,497	68
For locomotives, paid during the past year, -	7,762	12
Total amount expended for locomotives, -		95,259 80
For passenger and baggage cars, per last report, -	34,158	63
For passenger and baggage cars, paid during the past year, -	19,122	60
Total amount expended for passenger and baggage cars, -		53,281 23
For merchandise cars, per last report, -	25,919	54
For merchandise cars, paid during the past year, -	10,797	50
Total amount expended for merchandise cars, -		36,717 04
For engineering, per last report, -	Included with engineering and other expenses.	
For engineering paid during the past year, -		638 82
Total amount expended for engineering, -		
For agencies and other expenses, per last report, -	186,257	27
For agencies and other expenses, paid during the past year, [including discount on new stock and bonds,]	136,325	92
Total amount expended for agencies and other expenses, -		322,583 19
Total cost of road and equipment, -		2,292,400 58

CHARACTERISTICS OF ROAD.

Length of road, -	37½ miles.
Length of single main track, -	25½ "
Length of double main track, -	11½ "
Length of branches owned by the company, stating whether they have a single or double track, -	7½ " single track.
Aggregate length of sidings and other tracks, excepting main track and branches, -	4 35-100 miles.
Weight of rail per yard in main road, -	56 lbs.
Weight of rail per yard in branch roads, -	50 to 56 lbs.
Specify the different weights per yard, -	50 and 56 lbs.
Maximum grade, with its length in main road, -	39 6-10 feet per 6000 feet.
Maximum grade, with its length in branch roads, -	39 6-10 ft. for 10,500 ft. in 5 planes; width of surface 509 2-10 ft. [about 12 ft. 148 feet.
Total rise and fall in main road, -	
Total rise and fall in branch roads, -	
Shortest radius of curvature, with length of curve in main road, [at Boston station,] -	520 feet for 450 feet.
Shortest radius of curvature, with length of curve in branch roads, -	301 feet in 140 feet.

Total degrees of curvature in main road, - -	853°.
Total degrees of curvature in branch roads, - -	172°.
Total length of straight line in main road, - -	30 miles, 860 feet.
Total length of straight line in branches, - -	5 miles, 4708 feet.
Aggregate length of wooden truss bridges, - -	217 feet.
Aggregate length of all other wooden bridges, - -	2915 feet.
Aggregate length of iron bridges, - -	-
Whole length of road unfenced on both sides, [marsh and swamp lands not included,] - -	1½ miles.
Number of public ways crossed at grade, [by main line and branches owned by this company,] - -	42
Number of railroads crossed at grade, - -	-
Remarks, - - - - -	The most important ways secured by gates.
Way stations for express trains, - - -	The express train stops regularly at S. Braintree only.
Way stations for accommodation trains, - -	17
Flag stations, - - - - -	5
Whole number of way stations, [on main line,] - -	17
Whole number of flag stations, - - -	5

DOINGS DURING THE YEAR.

Miles run by passenger trains, - - -	174,558
Miles run by freight trains, - - -	34,525
Miles run by other trains, - - -	25,834
Total miles run, - - -	234,918
Number of passengers carried in the cars, [season tickets estimated,] - - -	773,124
Number of passengers carried one mile, - - -	8,796,044
Number of tons of merchandise carried in the cars, - [including branch owned and leased, exclusive of gravel,] - - -	83,541½ tons.
Number of tons of merchandise carried one mile, - -	1,387,399
Number of passengers carried one mile, to and from other roads, [Fall River Railroad,] - - -	1,898,555
Number of tons carried one mile, to and from other roads, - - -	405,112
Rate of speed adopted for express passenger trains, including stops, - - -	27 6-10 miles per hour.
Average rate of speed actually attained by express passenger trains, including stops and detentions, - -	About 27 do do
Rate of speed adopted for accommodation trains, - -	" 27 do do
Rate of speed actually attained by accommodation trains, including stops and detentions, - -	" 19 7-10 do
Average rate of speed actually attained by special trains, including stops and detentions, - -	" 19 do
Average rate of speed adopted for freight trains, including stops and detentions, - - -	12½ do
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, - -	11,000,000 tons.
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, - -	3,047,794 "

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, - -	\$20,498 48
For repairs of wooden bridges, - - -	225 49
For renewals of iron, including laying down, - -	-

For wages of switchmen, average per month, \$28 00,	} Total,	\$3,781 38	
For wages of gate-keepers, average per mth., \$26 00,			
For wages of signal-men, average per month, \$26 00,			
For wages of watchmen, average per month, \$30 00,			
Number of men employed, exclusive of those engaged in construction, - - - -			218
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam power used,) [estimated in part,] - - - -			313 40
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - - - -			275 00
Total for maintenance of way, - - - -			\$25,093 75

MOTIVE POWER AND CARS.

For repairs of locomotives, - - - -	18,569 98
For new locomotives, to cover depreciation, - - - -	7,800 00
For repairs of passenger cars, - - - -	10,020 51
For new passenger cars, to cover depreciation, - - - -	
For repairs of merchandise cars, - - - -	3,295 20
For new merchandise cars, to cover depreciation, - - - -	
For repairs of gravel and other cars, - - - -	Included in other items.
Total for maintenance of motive power and cars, - - - -	39,685 69
Number of engines, - - - -	15
Number of passenger cars, - - - -	26
Number of baggage cars, - - - -	4
Number of merchandise cars, - - - -	105
Number of gravel cars, - - - -	53

MISCELLANEOUS.

For fuel used by engines during the year, viz. : - - - -	43,011 71
Wood, - - - -	
Coal, [at stations,] - - - -	1,116 16
For oil used by cars and engines, - - - -	4,103 00
For waste and other material for cleaning, - - - -	605 26
For salaries, wages and incidental expenses, chargeable to passenger department, - - - -	31,229 55
For salaries, wages and incidental expenses, chargeable to freight department, - - - -	11,351 35
For gratuities and damages, - - - -	2,833 19
For taxes and insurance, - - - -	4,510 84
For ferries, - - - -	
For repairs of station buildings, aqueducts, fixtures, furniture, - - - -	728 13
For interest, [balance of,] - - - -	38,256 88
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, - - - -	7,310 00
For amount paid other companies, as rent for use of their roads, specifying each company, [Dorchester and Milton and South Shore Railroads, appropriated but not all due or paid,] - - - -	14,967 24 for 8 mos.
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - - -	10,970 08
Total miscellaneous, - - - -	170,993 39
Total expenditures for working the road, - - - -	235,772 83

INCOME DURING THE YEAR.	
<i>For passengers :—</i>	
1. On main road, including branches owned by company, - - - - -	\$149,189 11
2. To and from other roads, specifying what, - [Fall River Railroad, - - - - -]	35,480 39
<i>For freight :—</i>	
1. On main road and branches owned by company, - - - - -	40,837 29
2. To and from other connecting roads, - [Fall River Railroad, - - - - -]	14,794 94
U. S. Mails, - - - - -	2,201 66
Rents, - - - - -	4,848 03
[For gravel and other sources, - - - - -]	27,715 16
Total income, - - - - -	\$275,066 58
Net earnings, after deducting expenses, [rents, interest, extra interest, and deterioration of previous years,] - - - - -	39,293 75
DIVIDENDS.	
[No dividends have been declared.]	
per cent. Total, - - - - -	- - - - -
Surplus not divided, - - - - -	39,293 75
Surplus last year, [\$8000, less excess of rent to Dorchester and Milton Railroad,] - - - - -	7,408 28
Total surplus, - - - - -	46,702 03
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:	
Road and bridges, - - - - -	- - - - -
Buildings, - - - - -	- - - - -
Engines and cars, - - - - -	- - - - -

The following serious accidents have occurred during the year :—

March 23, 1849.—Elizabeth Shep, of the Province of New Brunswick, was instantly killed at Quincy, having been struck by a car, while indiscreetly attempting to enter a train while in motion.

April 14, 1849.—Thomas Johnson, a brakeman, in the service of the company, lost his life by being caught between a passenger car and a tender, while in the act of connecting them together.

May 8, 1849.—Robert Hall, of Cohasset, lost his life at the Boston station, by attempting to enter a train while in motion.

July 17, 1849.—Eugene Sullivan, a laborer, who had been at work for the company at their gravel pit, incautiously stepped in front of a train in rapid motion, and lost his life in consequence.

August 2, 1849.—T. G. C. Morse, of Framingham, a fireman, in the service of the company, lost his life at South Braintree, by exposing himself while shackling two freight cars together, at the junction with the Fall River Railroad.

September 27, 1849.—E. P. Robinson, a conductor on the Bridgewater Branch, had one of his legs fractured at the Bridgewater station, while applying the brake to his train, which had been detached from the en-

gine, and was entering the depot with unusual speed. The train struck the platform, at the end of the depot, and one of the passengers, Mr. Howland, of Abington, was thrown across a seat and considerably bruised. No other passenger is known to have been injured.

September 8, 1849.—Thomas Murray, a laborer, in the service of the company, fractured his leg by falling from a small hand car, while in motion.

E. H. DERBY,
J. H. LOUD,
H. H. HUNNEWELL,
JOHN SEVER,
URIEL CROCKER.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. *Boston, January 30, A. D. 1850.* Personally appeared the above named E. H. Derby, and Uriel Crocker, and made oath that the foregoing report, by them signed, is true, according to their best knowledge and belief. Before me,

S. C. MAINE, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. *Boston, January 29, 1850.* Personally appeared the above named J. H. Loud, H. H. Hunnewell, and John Sever, and made oath that the foregoing report, by them signed, is true, according to their best knowledge and belief. Before me,

E. HASKET DERBY, *Justice of the Peace.*

FOURTH ANNUAL REPORT

OF THE

PETERBOROUGH AND SHIRLEY RAILROAD
COMPANY.

*Return of the Peterborough and Shirley Railroad, under the Act of May 1, 1849,
chap. 191.*

Capital stock, - - - - -		\$340,000 00
Increase of capital since last report, - - -	None.	
Capital paid in per last report, - - -	\$143,460 00	
Capital paid in since last report, - - -	9,270 00	
Total amount of capital stock paid in, - - -		152,730 00
Funded debt, per last report, - - -	35,200 00	
Funded debt paid since last report, - - -	None.	
Funded debt, increase of, since last report, - - -	13,200 00	
Total present amount of funded debt, - - -		48,400 00
Floating debt, per last report, - - -	19,296 73	
Floating debt paid since last report, - - -	11,220 75	
Floating debt, increase of, since last report, - - -	None.	
Total present amount of floating debt, [excepting unsettled claims,] - - -		8,075 98
Total present amount of funded and floating debt, - - -		56,475 98
Average rate of interest per annum paid during the year, - - -	Six per cent.	
Maximum amount of debt for each month during the year, viz.: January, \$54,496 73; February, \$57,635 81; March, \$58,563 98; April, \$58,063 98; May, \$58,566 75; June, \$58,566 75; July, \$60,560 75; August, \$55,318 55; September, \$55,702 68; October, \$55,111 98; November, \$53,075 98; December, \$53,075 98.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report, - - -	54,779 93	
For graduation and masonry paid during the past year, - - -	8,625 00	
Total amount expended for graduation and masonry, [including bridges,] - - -		63,404 93
For wooden bridges, per last report, - - -	} Included in masonry and grading.	
For wooden bridges paid during the past year, - - -		
Total amount expended for wooden bridges, - - -	} None.	
Total amount expended for iron bridges, (if any,) - - -		
For superstructure, including iron, per last report, - - -	97,715 13	
For superstructure, including iron, paid during the past year, - - -	666 83	
Total amount expended for superstructure, including iron, - - -		98,381 96

For stations, buildings and fixtures, per last report, -	\$11,180 15	
For stations, buildings and fixtures, paid during the past year, - - - -	524 55	
Total amount expended for stations, buildings and fixtures, - - - -		\$11,704 70
For land, land-damages and fences, per last report, -	16,081 93	
For land, land-damages and fences, paid during the past year, - - - -	2,330 48	
Total amount expended for land, land-damages and fences, - - - -		18,412 41
For locomotives, per last report, - - - -	} None.	
For locomotives, paid during the past year, - - - -		
Total amount expended for locomotives, - - - -		
For passenger and baggage cars, per last report, - - - -		
For passenger and baggage cars, paid during the past year, - - - -	} None.	
Total amount expended for passenger and baggage cars, - - - -		
For merchandise cars, per last report, - - - -		
For merchandise cars, paid during the past year, - - - -		
Total amount expended for merchandise cars, - - - -	} 12,382 17	
For engineering, per last report, - - - -		
For engineering, paid during the past year, - - - -		619 03
Total amount expended for engineering, - - - -		13,001 20
For agencies and other expenses, per last report, - - - -	} None.	
For agencies and other expenses, paid during the past year, - - - -		
Total amount expended for agencies and other expenses, - - - -		
Total cost of road and equipment, - - - -		223,537 95

CHARACTERISTICS OF ROAD.

Length of road [finished,] - - -	About 12 miles, 72 feet.
Length of single main track, - - -	} Same, excepting turnouts.
Length of double main track, - - -	
Length of branches owned by the company, stating whether they have a single or double track, - - -	None.
Aggregate length of sidings and other tracks, excepting main track and branches, - - -	None.
Weight of rail per yard in main road, - - -	50 lbs.
Weight of rail per yard in branch roads, - - -	None.
Specify the different weights per yard, - - -	
Maximum grade, with its length in main road, - - -	34.84 ; 3900 feet in length.
Maximum grade, with its length in branch roads, - - -	None.
Total rise and fall in main road, - - -	215.58 feet.
Total rise and fall in branch roads, - - -	None.
Shortest radius of curvature, with length of curve in main road, [excepting turnouts at Groton,] - - -	1146 radius ; 600 feet long.
Shortest radius of curvature, with length of curve in branch roads, - - -	None.
Total degrees of curvature in main road, - - -	449° 3'.
Total degrees of curvature in branch roads, - - -	None.
Total length of straight line in main road, - - -	8.50 miles, 39,837.00 feet.
Total length of straight line in branches, - - -	None.
Aggregate length of wooden truss bridges, - - -	} About 205 feet.
Aggregate length of all other wooden bridges, - - -	
Aggregate length of iron bridges, - - -	None.
Whole length of road unfenced on both sides, - - -	None.
Number of public ways crossed at grade, - - -	Nine.

Number of railroads crossed at grade,	-	-	One at Groton, Worcester
Remarks, - - -	-	-	[and Nashua.
Way stations for express trains,	-	-	} Three.
Way stations for accommodation trains,	-	-	
Flag stations,	-	-	
Whole number of way stations,	-	-	
Whole number of flag stations,	-	-	

DOINGS DURING THE YEAR.

Miles run by passenger trains,	-	-	None by this Company, the
Miles run by freight trains, -	-	-	road being run by the
Miles run by other trains, -	-	-	Fitchburg Railroad Co.
Total miles run, - - -	-	-	
Number of passengers carried in the cars, -	-	-	
Number of passengers carried one mile, -	-	-	
Number of tons of merchandise carried in the cars, -	-	-	
Number of tons of merchandise carried one mile, -	-	-	
Number of passengers carried one mile, to and from	-	-	
other roads, - - -	-	-	
Number of tons carried one mile, to and from other	-	-	
roads, - - -	-	-	
Rate of speed adopted for express passenger trains	-	-	
including stops, - - -	-	-	
Average rate of speed actually attained by express	-	-	
passenger trains, including stops and detentions, -	-	-	
Rate of speed adopted for accommodation trains, -	-	-	
Rate of speed actually attained by accommodation	-	-	
trains, including stops and detentions, -	-	-	
Average rate of speed actually attained by special	-	-	
trains, including stops and detentions, -	-	-	
Average rate of speed adopted for freight trains, in-	-	-	
cluding stops and detentions, - - -	-	-	
Estimated weight in tons of passenger cars, (not in-	-	-	
cluding passengers,) hauled one mile, -	-	-	
Estimated weight in tons of merchandise cars, (not	-	-	
including freight,) hauled one mile, -	-	-	

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of	-	-	Run by Fitchburg Railroad
wooden bridges and renewals of iron, -	-	-	Company.
For repairs of wooden bridges, -	-	-	} Total,
For renewals of iron, including laying down, -	-	-	
For wages of switchmen, average per month, \$	-	-	
For wages of gate-keepers, average per month, \$	-	-	
For wages of signal-men, average per month, \$	-	-	
For wages of watchmen, average per month, \$	-	-	} Total,
Number of men employed, exclusive of those en-	-	-	
gaged in construction, - - -	-	-	
For removing ice and snow, (this item to include all	-	-	
labor, tools, repairs, and extra steam-power used,) -	-	-	
For repairs of fences, gates, houses for signal-men,	-	-	
gate-keepers, switchmen, tool-houses, -	-	-	
Total for maintenance of way, - - -	-	-	

MOTIVE POWER AND CARS.

For repairs of locomotives, - - -	-	-	Furnished by the same Co.
For new locomotives, to cover depreciation, -	-	-	
For repairs of passenger cars, - - -	-	-	
For new passenger cars, to cover depreciation, -	-	-	
For repairs of merchandise cars, - - -	-	-	

For new merchandise cars, to cover depreciation,	-	-	-	-
For repairs of gravel and other cars,	-	-	-	-
Total for maintenance of motive power and cars,	-	-	-	-
Number of engines,	-	-	-	-
Number of passenger cars,	-	-	-	-
Number of baggage cars,	-	-	-	-
Number of merchandise cars,	-	-	-	-
Number of gravel cars,	-	-	-	-

MISCELLANEOUS.

For fuel used by engines during the year, viz.:

Wood, -	-	-	-	-
Coal, -	-	-	-	-

For oil used by cars and engines, - - - - -

For waste and other material for cleaning, - - - - -

For salaries, wages and incidental expenses, chargeable to passenger department, - - - - -

For salaries, wages and incidental expenses, chargeable to freight department, - - - - -

For gratuities and damages, - - - - -

For taxes and insurance, - - - - -

For ferries, - - - - -

For repairs of station buildings, aqueducts, fixtures, furniture, - - - - -

For interest, - - - - -

For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, - - - - -

For amount paid other companies as rent for use of their roads, specifying each company, - - - - -

For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - - - -

Total miscellaneous, - - - - -

Total expenditures for working the road, - - - - -

Furnished by same Co.

\$6,834 20

None.

None.

11,798 55

None.

INCOME DURING THE YEAR.

For passengers:—

1. On main road, including branches owned by company, - - - - -

2. To and from other roads, specifying what, - - - - -

For freight:—

1. On main road and branches owned by company, - - - - -

2. To and from other connecting roads, - - - - -

U. S. mails, - - - - -

Rents, - - - - -

Total income, - - - - -

Net earnings, after deducting expenses, - - - - -

Six per cent. on cost of the road, according to the terms of contract with the Fitchburg Railroad Co., annexed to last report.

DIVIDENDS.

per cent. Total, - - - - -

Surplus not divided, - - - - -

Surplus last year, - - - - -

Total surplus, - - - - -

None.

ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:

Road and bridges, - - - - -

Buildings, - - - - -

Engines and cars, - - - - -

None.

J. M. MAYNARD,
HENRY A. WOODS,
CHARLES POWERS,
GEO. ELLIOT,
GEO. BARRETT,
JOHN PRESTON.

New Ipswich, January 18, 1850.

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. *January 18, 1850.* Then personally appeared the above named Geo. Barrett, and John Preston, and severally made oath that the within return, by them subscribed, is true, according to the best of their knowledge and belief.

E. M. ISAACS, *Notary Public.*

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. *January 18, 1850.* Then personally appeared Geo. Elliot, above named, and made oath that the within return, by him subscribed, is true, according to the best of his knowledge and belief.

Before me, TIMO. K. AMES, *Justice of the Peace.*

MIDDLESEX, ss. *January 23, 1850.* Then personally appeared John M. Maynard, and Henry A. Woods, above named, and made oath that the written return, by them subscribed, is true, according to our best knowledge and belief. Before me,

LEVI SHERWIN, *Justice of the Peace.*

MIDDLESEX, ss. *January 23, 1850.* Then personally appeared Charles Powers, above named, and made oath that the within return, by him subscribed, is true, according to his best knowledge and belief. Before me,

A. WORCESTER, *Justice of the Peace.*

FOURTH ANNUAL REPORT

OF THE

PITTSFIELD AND NORTH ADAMS RAILROAD
COMPANY.

*Return of the Pittsfield and North Adams Railroad, under the Act of May 1, 1849,
chap. 191, for the year ending November 30, 1849.*

Capital stock, - - - - -		\$500,000 00
Increase of capital since last report, - - - - -		
Capital paid in per last report, - - - - -		
Capital paid in since last report, - - - - -		
Total amount of capital stock paid in, - - - - -		450,000 00
Funded debt, per last report, - - - - -		
Funded debt paid since last report, - - - - -		
Funded debt, increase of, since last report, - - - - -		
Total present amount of funded debt, - - - - -		
Floating debt, per last report, - - - - -		
Floating debt paid since last report, - - - - -		
Floating debt, increase of, since last report, - - - - -		
Total present amount of floating debt, - - - - -		
Total present amount of funded and floating debt, - - - - -		
Average rate of interest per annum paid during the year, - - - - -		
Maximum amount of debt for each month during the year, viz.: January, \$ - - - - -; February, \$ - - - - -;		
March, \$ - - - - -; April, \$ - - - - -; May, \$ - - - - -;		
June, \$ - - - - -; July, \$ - - - - -; August, \$ - - - - -; Sep-		
tember, \$ - - - - -; October, \$ - - - - -; November, \$ - - - - -;		
December, \$ - - - - -.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report, - - - - -	\$108,477 47	
For graduation and masonry, paid during the past year, - - - - -	350 00	
Total amount expended for graduation and masonry, - - - - -		108,827 47
For wooden bridges, per last report, - - - - -	7,244 00	
For wooden bridges paid during the past year, - - - - -		
Total amount expended for wooden bridges, - - - - -		7,244 00
Total amount expended for iron bridges, (if any,) - - - - -		1,303 42
For superstructure, including iron, per last report, - - - - -	199,913 34	
For superstructure, including iron, paid during the past year, - - - - -	1,482 18	
Total amount expended for superstructure, including iron, - - - - -		201,395 52
For stations, buildings and fixtures, per last report, - - - - -	29,311 33	
For stations, buildings and fixtures, paid during the past year, - - - - -		
Total amount expended for stations, buildings and fixtures, - - - - -		29,311 33

For land, land-damages and fences, per last report,	\$69,652 90	
For land, land-damages and fences, [less for land sold,] - - - - -	3,044 05	
Total amount expended for land, land-damages and fences, - - - - -		\$66,608 85
For locomotives, per last report, - - - - -	7,000 00	
For locomotives, paid during the past year, - - - - -		
Total amount expended for locomotives, - - - - -		7,000 00
For passenger and baggage cars, per last report, - - - - -	4,247 43	
For passenger and baggage cars, paid during the past year, - - - - -		
Total am't expended for passenger and baggage cars, - - - - -		4,247 43
For merchandise cars, per last report, - - - - -		
For merchandise cars, paid during the past year, - - - - -		
Total amount expended for merchandise cars, - - - - -		
For engineering, per last report, - - - - -	20,605 56	
For engineering paid during the past year, - - - - -		
Total amount expended for engineering, - - - - -		20,605 56
For agencies and other expenses, per last report, - - - - -		
For agencies and other expenses, paid during the past year, - - - - -		
Total amount expended for agencies and other expenses, - - - - -		
Total cost of road and equipment, - - - - -		446,543 58

CHARACTERISTICS OF ROAD.

Length of road, - - - - -	18 65-1000	
Length of single main track, - - - - -	17 95-1000	
Length of double main track, - - - - -	70-1000	
Length of branches owned by the company, stating whether they have a single or double track, - - - - -		
Aggregate length of sidings and other tracks, excepting main track and branches, - - - - -	70-1000	
Weight of rail per yard in main road, - - - - -	56 lbs. per yard.	
Weight of rail per yard in branch roads, - - - - -		
Specify the different weights per yard, - - - - -		
Maximum grade, with its length in main road, - - - - -	66 feet, 222 feet length.	
Maximum grade, with its length in branch roads, - - - - -		
Total rise and fall in main road, - - - - -	365 feet.	
Total rise and fall in branch roads, - - - - -		
Shortest radius of curvature, with length of curve in main road, - - - - -	477½ feet, 722 feet length.	
Shortest radius of curvature, with length of curve in branch roads, - - - - -		
Total degrees of curvature in main road, - - - - -	710° 1'	
Total degrees of curvature in branch roads, - - - - -		
Total length of straight line in main road, - - - - -	13 39-1000	
Total length of straight line in branches, - - - - -		
Aggregate length of wooden truss bridges, - - - - -	364 feet.	
Aggregate length of all other wooden bridges, - - - - -		
Aggregate length of iron bridges, - - - - -	30 feet.	
Whole length of road unfenced on both sides, - - - - -		
Number of public ways crossed at grade, - - - - -	Seventeen.	
Number of railroads crossed at grade, - - - - -		
Remarks, - - - - -		
Way stations for express trains, - - - - -		
Way stations for accommodation trains, - - - - -		
Flag stations, - - - - -		
Whole number of way stations, - - - - -	Two.	
Whole number of flag stations, - - - - -	Four.	

DOINGS DURING THE YEAR.		
Miles run by passenger trains, - - -	}	25,185
Miles run by freight trains, - - -		
Miles run by other trains, - - -		
Total miles run, - - -		25,185
Number of passengers carried in the cars, - -		34,011½
Number of passengers carried one mile, - -		477,609
Number of tons of merchandise carried in the cars, -		16,185
Number of tons of merchandise carried one mile, -		258,830
Number of passengers carried one mile, to and from other roads, - - -		173,002
Number of tons carried one mile, to and from other roads, - - -		216,435
Rate of speed adopted for express passenger trains, including stops, - - -	}	20 miles per hour.
Average rate of speed actually attained by express passenger trains, including stops and detentions, -		
Rate of speed adopted for accommodation trains, -		
Rate of speed actually attained by accommodation trains, including stops and detentions, -		
Average rate of speed actually attained by special trains, including stops and detentions, - -		
Average rate of speed adopted for freight trains, including stops and detentions, - - -	}	1,567,000
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, - -		
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, - -		
EXPENDITURES FOR WORKING THE ROAD.		
For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, - -		\$3,032 41
For repairs of wooden bridges, - - -		
For renewals of iron, including laying down, - -		
For wages of switchmen, average per month, \$ -	}	Total.
For wages of gate-keepers, average per month, \$ -		
For wages of signal-men, average per month, \$ -		
For wages of watchmen, average per month, \$ -		
Number of men employed exclusive of those engaged in construction, - - -		Ten.
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) -		307 65
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - -		
Total for maintenance of way, - - -		\$3,340 06
MOTIVE POWER AND CARS.		
For repairs of locomotives, - - -		325 18
For new locomotives, to cover depreciation, - -		
For repairs of passenger cars, - - -		272 29
For new passenger cars, to cover depreciation, -		
For repairs of merchandise cars, - - -		
For new merchandise cars, to cover depreciation, -		
For repairs of gravel and other cars, - - -		
Total for maintenance of motive power and cars, -		597 47
Number of engines, - - -	One.	
Number of passenger cars, - - -	Two.	
Number of baggage cars, - - -		
Number of merchandise cars, - - -		
Number of gravel cars, - - -		

MISCELLANEOUS.		
For fuel used by engines during the year, viz.,	\$2,444 42	
Wood, - - - - -	\$2,444 42	
Coal, - - - - -	- - - - -	
For oil used by cars and engines, - - -	874 00	
For waste and other material for cleaning, - - -	- - - - -	
For salaries, wages and incidental expenses, charge-	4,037 16	}
able to passenger department, - - - - -		
For salaries, wages and incidental expenses, charge-		
able to freight department, - - - - -	- - - - -	
For gratuities and damages, - - - - -	11 60	
For taxes and insurance, - - - - -	- - - - -	
For ferries, - - - - -	- - - - -	
For repairs of station buildings, aqueducts, fixtures,	413 41	
furniture, - - - - -	- - - - -	
For interest, - - - - -	- - - - -	
For amount paid other companies, in tolls for pas-	- - - - -	
sengers, and freight carried on their roads, speci-	- - - - -	
fying each company, - - - - -	- - - - -	
For amount paid other companies as rent for use of	- - - - -	
their roads, specifying each company, - - -	- - - - -	
For salaries of president, treasurer, superintendent,	- - - - -	
law expenses, office expenses of the above offices,	- - - - -	
and all other expenses not included in any of the	- - - - -	
foregoing items, - - - - -	115 54	
Total miscellaneous, - - - - -	7,896 13	
Total expenditures for working the road, - - -	- - - - -	\$11,833 66
INCOME DURING THE YEAR.		
<i>For passengers:—</i>		
1. On main road, including branches owned by	15,712 00	}
company, - - - - -		
2. To and from other roads, specifying what, -	- - - - -	
<i>For freight:—</i>		
1. On main road and branches owned by com-	15,466 68	}
pany, - - - - -		
2. To and from other connecting roads, - - -	- - - - -	
U. S. mails, - - - - -	179 62	}
Rents, - - - - -		
Total income, - - - - -	- - - - -	31,358 30
Net earnings, after deducting expenses, - - -	- - - - -	19,524 64
DIVIDENDS.		
6 per cent. Total, - - - - -	27,000 00	
Surplus not divided, - - - - -	- - - - -	
Surplus last year, - - - - -	- - - - -	
Total surplus, - - - - -	- - - - -	
ESTIMATED DEPRECIATION BEYOND THE RENEW-		
ALS, VIZ.:		
Road and bridges, - - - - -	- - - - -	
Buildings, - - - - -	- - - - -	
Engines and cars, - - - - -	- - - - -	

ADDISON GILMORE,
STEPHEN FAIRBANKS,
JOSIAH STICKNEY,
ROBERT CAMPBELL,
Directors.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. *January 18, 1850.*

Sworn to, before me,

ELLIS GRAY LORING, *Justice of the Peace.*

FIFTH ANNUAL REPORT

OF THE

PROVIDENCE AND WORCESTER RAILROAD
COMPANY.

*Return of the Providence and Worcester Railroad, under the Act of May 1, 1849,
chap. 191.*

Capital stock,	-	-	-	\$1,457,500 00
Increase of capital since last report,	-	-	-	291,500 00
Capital paid in per last report,	-	-	-	\$1,166,000 00
Capital paid in since last report,	-	-	-	291,500 00
Total amount of capital stock paid in,	-	-	-	1,457,500 00
Funded debt per last report,	-	-	-	424,000 00
Funded debt paid since last report,	-	-	-	
Funded debt, increase of, since last report,	-	-	-	
Total present amount of funded debt,	-	-	-	424,000 00
Floating debt, per last report,	-	-	-	149,058 70
Floating debt paid since last report,	-	-	-	149,058 70
Floating debt, increase of, since last report,	-	-	-	
Total present amount of floating debt,	-	-	-	
Total present amount of floating debt,	-	-	-	Nothing.
Average rate of interest per annum paid during the year,	-	-	-	6 per cent.
Maximum amount of debt for each month during the year, viz.: January, \$; February, \$; March, \$; April, \$; May, \$; June, \$; July, \$; August, \$; September, \$; October, \$; November, \$; December, \$.				} Nothing.
COST OF ROAD AND EQUIPMENT.				
For graduation and masonry, per last report,	-	-	-	} Per last report,
For graduation and masonry paid during the past year,	-	-	-	
Total amount expended for graduation and masonry,	-	-	-	} Paid during the past year,
For wooden bridges, per last report,	-	-	-	
For wooden bridges paid during the past year,	-	-	-	
Total amount expended for wooden bridges,	-	-	-	1,717,207 99
Total amount expended for iron bridges, (if any,) -	-	-	-	
For superstructure, including iron, per last report, -	-	-	-	
For superstructure, including iron, paid during the past year,	-	-	-	65,657 20
Total amount expended for superstructure, including iron,	-	-	-	1,782,865 19
For stations, buildings and fixtures, per last report, -	-	-	-	
For stations, buildings and fixtures, paid during the past year, -	-	-	-	
Total amount expended for stations, buildings and fixtures, -	-	-	-	

For land, land-damages and fences, per last report, -	
For land, land-damages and fences, paid during the past year, -	
Total amount expended for land, land-damages and fences, -	
For locomotives, per last report, -	\$62,245 21
For locomotives, paid during the past year, -	
Total amount expended for locomotives, -	\$62,245 21
For passenger and baggage cars, per last report, -	
For passenger and baggage cars, paid during the past year, -	Per last report, 94,442 56
Total amt expended for passenger and baggage cars, -	Paid during the past year, 113 48
For merchandise cars, per last report, -	
For merchandise cars, paid during the past year, -	94,556 04
Total amount expended for merchandise cars, -	
For engineering, per last report, -	
For engineering paid during the past year, -	
Total amount expended for engineering, -	
For agencies and other expenses, per last report, -	
For agencies and other expenses, paid during the past year, -	Embraced in first item.
Total amount expended for agencies and other expenses, -	
Total cost of road and equipment, -	1,939,666 44

CHARACTERISTICS OF ROAD.

Length of road, -	43.41 miles.
Length of single main track, -	38.24 do
Length of double main track, -	5.17 do
Length of branches owned by the company, stating whether they have a single or double track, -	None.
Aggregate length of sidings and other tracks, excepting main track and branches, -	6.85 miles.
Weight of rail per yard in main road, -	58 lbs.
Weight of rail per yard in branch roads, -	
Specify the different weights per yard, -	
Maximum grade, with its length in main road, -	27 ft. per mile for 4300 ft.
Maximum grade, with its length in branch roads, -	
Total rise and fall in main road, -	Rise, 526 ft. ; fall, 56 ft. =
Total rise and fall in branch roads, -	[582 ft.]
Shortest radius of curvature, with length of curve in main road, -	716 feet radius for 875 feet.
Shortest radius of curvature, with length of curve in branch roads, -	
Total degrees of curvature in main road, -	2546° 30'.
Total degrees of curvature in branch roads, -	
Total length of straight line in main road, -	28.75 miles.
Total length of straight line in branches, -	
Aggregate length of wooden truss bridges, -	3355 feet.
Aggregate length of all other wooden bridges, -	1303 feet.
Aggregate length of iron bridges, -	Nothing.
Whole length of road unfenced on both sides, -	None.
Number of public ways crossed at grade, -	Forty.
Number of railroads crossed at grade, -	None.
Remarks, -	
Way stations for express trains, -	No express trains run.
Way stations for accommodation trains, -	Seventeen.
Flag stations, -	Two.
Whole number of way stations, -	Seventeen.
Whole number of flag stations, -	Two.

DOINGS DURING THE YEAR.	
Miles run by passenger trains, - - -	95,773
Miles run by freight trains, - - -	31,334
Miles run by other trains, - - -	4,661
Total miles run, - - -	131,768
Number of passengers carried in the cars, [exclusive of free passengers,] - - -	306,739
Number of passengers carried one mile, [do do] - - -	4,377,465
Number of tons of merchandise carried in the cars, - - -	61,837
Number of tons of merchandise carried one mile, - - -	1,586,143
Number of passengers carried one mile, to and from other roads, - - -	369,959
Number of tons carried one mile, to and from other roads, - - -	97,992
Rate of speed adopted for express passenger trains, including stops, - - -	
Average rate of speed actually attained by express passenger trains, including stops and detentions, - - -	30 miles per hour.
Rate of speed adopted for accommodation trains, - - -	
Rate of speed actually attained by accommodation trains, including stops and detentions, - - -	20 do do
Average rate of speed actually attained by special trains, including stops and detentions, - - -	
Average rate of speed adopted for freight trains, including stops and detentions, - - -	10 do do
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, - - -	2,873,190
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, - - -	No reliable estimate can [be made.
EXPENDITURES FOR WORKING THE ROAD.	
For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, - - -	
For repairs of wooden bridges, - - -	
For renewals of iron, including laying down, - - -	
For wages of switchmen, average per month, \$	Total, { The duties of these men being mixed with their other duties as station laborers, their wages in these capacities cannot be determined.
For wages of gate-keepers, average per month, \$	
For wages of signal-men, average per month, \$	
For wages of watchmen, average per month, \$	
Number of men employed, exclusive of those engaged in construction, - - -	148
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) - - -	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - - -	
Total for maintenance of way, - - -	\$16,298 18
MOTIVE POWER AND CARS.	
For repairs of locomotives, - - -	\$8,675 96
For new locomotives, to cover depreciation, - - -	
For repairs of passenger cars, - - -	} 6,631 99
For new passenger cars, to cover depreciation, - - -	
For repairs of merchandise cars, - - -	
For new merchandise cars, to cover depreciation, - - -	
For repairs of gravel and other cars, - - -	
Total for maintenance of motive power and cars, - - -	
Number of engines, - - -	Eight.

Number of passenger cars,	-	-	-	17
Number of baggage cars,	-	-	-	1 and 3 second-class cars partially used for this purpose.
Number of merchandise cars,	-	-	-	121
Number of gravel cars,	-	-	-	40 used for freight and in- cluded in merchandise cars.

MISCELLANEOUS.

For fuel used by engines during the year, viz.:	-	-	-	
Wood,	-	-	-	\$20,326 13
Coal,	-	-	-	
For oil used by cars and engines,	-	-	-	3,743 29
For waste and other material for cleaning, [no sepa- rate account kept.]	-	-	-	
For salaries, wages and incidental expenses, charge- able to passenger department,	-	-	-	18,017 12
For salaries, wages and incidental expenses, charge- able to freight department,	-	-	-	16,297 86
For gratuities and damages,	-	-	-	
For taxes and insurance,	-	-	-	
For ferries,	-	-	-	
For repairs of station buildings, aqueducts, fixtures, furniture,	-	-	-	
For amount paid other companies, in tolls for pas- sengers, and freight carried on their roads, specify- ing each company,	-	-	-	11,241 18
For amount paid other companies as rent for use of their roads, specifying each company,	-	-	-	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	-	-	-	
Total miscellaneous,	-	-	-	
Total expenditures for working the road,	-	-	-	\$101,231 71
For interest, [paid on bonds,]	-	-	-	33,784 62

INCOME DURING THE YEAR.

For passengers:—

1. On main road, including branches owned by company,	-	-	-	118,219 95
2. To and from other roads, specifying what,	-	-	-	

For freight:—

1. On main road and branches owned by company,	-	-	-	93,921 33
2. To and from other connecting roads,	-	-	-	
U. S. mails,	-	-	-	2,334 64
Rents,	-	-	-	2,777 84
Total income,	-	-	-	217,253 76
Net earnings, after deducting expenses,	-	-	-	116,022 05

DIVIDENDS.

[40 per cent. in stock, May, 1849,	-	-	-	116,600 00
[3 per cent. in cash, Dec., 1849,	-	-	-	43,725 00
				160,325 00
Surplus not divided, [this year,]	-	-	-	38,512 43
Surplus last year,	-	-	-	134,837 06
Total surplus, [undivided,]	-	-	-	56,749 49

ESTIMATED DEPRECIATION BEYOND THE RENEW-
ALS, VIZ.:

Road and bridges,	-	-	-	-	-
Buildings,	-	-	-	-	-
Engines and cars,	-	-	-	-	-

The directors report the following casualty, which was the only one of a serious nature occurring during the year:—

Upon 26th July, 1849, Doriana Smith, who was walking beside the track, in the city of Providence, was struck by the outside frame of an engine, and killed. She was intoxicated at the time.

Respectfully submitted by

ORRAY TAFT,
ALEXANDER DUNCAN,
WILLIAM FOSTER,
JAMES Y. SMITH,
MOSES B. IVES,
JOSEPH CARPENTER,
M. B. LOCKWOOD,
HARVEY CHACE,
G. W. HALLET,
PAUL WHITING,
G. L. SPENCER,
AARON RATHBONE,
JOHN BARSTOW,
JOHN W. LINCOLN,

Directors of the Providence and Worcester Railroad.

Providence, R. I., December 31, 1849.

COUNTY OF PROVIDENCE, ss. In the city of Providence, on this 8th day of January, A. D. 1850, then personally appeared, before me, the above named Orray Taft, Alexander Duncan, William Foster, James Y. Smith, Moses B. Ives, Joseph Carpenter, M. B. Lockwood, Harvey Chace, G. W. Hallet, Paul Whiting, G. L. Spencer, Aaron Rathbone, John Barstow, and John W. Lincoln, and severally made oath, that the preceding report is true, to the best of their knowledge and belief.

NATHANIEL SEARLE, *Public Notary.*

We, the subscribers, Commissioners of the Providence and Worcester Railroad Company, appointed by the Governors of the States of Rhode

170 PROVIDENCE AND WORCESTER RAILROAD. [Feb.

Island and Massachusetts, having examined the foregoing report, believe it to be correct, and approve the same.

GEORGE W. JACKSON,
Commissioner for Rhode Island.

WILLIAM JACKSON,
Commissioner for Massachusetts.

Report of the Commissioners of the Providence and Worcester Railroad Company, to the Legislatures of Massachusetts and Rhode Island.

At a meeting of the Commissioners of the Providence and Worcester Railroad Company, at the company's office in Providence, on the 4th January, 1850, for the purpose of investigating the accounts and expenditures made by said company, and for deciding what sums are applicable to that part of the road lying in the State of Massachusetts; and, also, what part is chargeable to that portion of the road lying in the state of Rhode Island; and, having examined the accounts of said company, we find that the total expenditures for construction, to the 31st December, 1848, inclusive, is - - - - - \$1,717,207 99

There has also been expended for cars and locomotives, up to the 31st December, 1848, inclusive, viz. :—

Cars,	-	-	-	-	\$94,442 56
Locomotives,	-	-	-	-	62,245 21
					<hr/> 156,687 77

Total cost of construction and equipment, to 31st December, 1848, - - - - - \$1,873,895 76

There has been paid and charged to construction, from 31st December, 1848, to the 31st December, 1849, inclusive, the sum of - - - - - 65,770 68

Total cost of road and equipment, to 31st Dec. 1849, \$1,939,666 44

This amount (the cost of construction and equipment,) we apportion as follows, viz. :—

To Massachusetts,	-	-	-	-	\$998,288 10
To Rhode Island,	-	-	-	-	941,378 34
					<hr/> \$1,939,666 44

RECEIPTS.

The whole amount of receipts, from the 1st January to the 31st December, 1849, inclusive, were as follows, viz. :—

For transportation of passengers, - - -	\$118,219 95
For transportation of merchandise, - - -	93,921 33
For mail service, - - - - -	2,334 64
For rents, - - - - -	2,777 84
	<hr/>
	\$217,253 76

EXPENSES IN 1849.

Fuel, - - - - -	\$20,326 13
Maintenance of way, - - - - -	16,298 18
Repairs of cars, - - - - -	6,631 99
Repairs of locomotives, - - - - -	8,675 96
Miscellaneous, - - - - -	11,241 18
Freight, - - - - -	16,297 86
Passenger, - - - - -	18,017 12
Oil, - - - - -	3,743 29
	<hr/>
	101,231 71
Net earnings, - - - - -	<hr/>
	\$116,022 05
Which amount we apportion, as follows, viz. :—	
To Massachusetts, - - - - -	\$58,011 03
To Rhode Island, - - - - -	58,011 02
	<hr/>
	\$116,022 05

Said commissioners also find, on examining the books of said company, said corporation have kept separate accounts of the expenditures, in Massachusetts and Rhode Island, respectively, agreeably to the acts of said States, creating the present Providence and Worcester Railroad Company.

All which is respectfully submitted,

WILLIAM JACKSON,

Commissioner for Massachusetts.

GEORGE W. JACKSON,

Commissioner for Rhode Island.

FIRST ANNUAL REPORT

OF THE

SALEM AND LOWELL RAILROAD COMPANY.

*To the Senate and House of Representatives of the Commonwealth of
Massachusetts :—*

The Salem and Lowell Railroad Company respectfully submit their first Annual Report, in the form required by law, so far as the same can be done in the present unfinished state of the road. The building of the road was commenced in August last, and will be completed during the present year.

Return of the Salem and Lowell Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock, - - - - -	\$400,000 00
Increase of capital since last report, - - - - -	
Capital paid in per last report, - - - - -	
Capital paid in since last report, - - - - -	
Total amount of capital stock paid in, - - - - -	54,385 00
Funded debt, per last report, - - - - -	
Funded debt paid since last report, - - - - -	
Funded debt, increase of, since last report, - - - - -	
Total present amount of funded debt, - - - - -	
Floating debt, per last report, - - - - -	
Floating debt paid since last report, - - - - -	
Floating debt, increase of, since last report, - - - - -	
Total present amount of floating debt, - - - - -	
Total present amount of funded and floating debt, - - - - -	
Average rate of interest per annum paid during the year, - - - - -	
Maximum amount of debt for each month during the year, viz.: January, \$ - - - - - ; February, \$ - - - - - ;	
March, \$ - - - - - ; April, \$ - - - - - ; May, \$ - - - - - ;	
June, \$ - - - - - ; July, \$ - - - - - ; August, \$ - - - - - ;	
September, \$ - - - - - ; October, \$ - - - - - ; November, \$ - - - - - ;	
December, \$ - - - - - .	

COST OF ROAD AND EQUIPMENT.

For graduation and masonry, per last report, - - - - -	
For graduation and masonry paid during the past year, - - - - -	
Total amount expended for graduation and masonry, - - - - -	21,221 66
For wooden bridges, per last report, - - - - -	
For wooden bridges paid during the past year, - - - - -	

Total amount expended for wooden bridges,	-
Total amount expended for iron bridges, (if any,)	-
For superstructure, including iron, per last report,	-
For superstructure, including iron, paid during the past year,	-
Total amount expended for superstructure, including iron,	-
For stations, buildings and fixtures, per last report,	-
For stations, buildings and fixtures, paid during the past year,	-
Total amount expended for stations, buildings and fixtures,	-
For land, land-damages and fences, per last report,	-
For land, land-damages and fences, paid during the past year,	-
Total amount expended for land, land-damages and fences,	-
For locomotives, per last report,	-
For locomotives, paid during the past year,	-
Total amount expended for locomotives,	-
For passenger and baggage cars, per last report,	-
For passenger and baggage cars, paid during the past year,	-
Total amount expended for passenger and baggage cars,	-
For merchandise cars, per last report,	-
For merchandise cars, paid during the past year,	-
Total amount expended for merchandise cars,	-
For engineering, per last report,	-
For engineering paid during the past year,	-
Total amount expended for engineering,	-
For agencies and other expenses, per last report,	-
For agencies and other expenses, paid during the past year,	-
Total amount expended for agencies and other expenses,	-
Total cost of road and equipment,	-
	\$22,837 00

CHARACTERISTICS OF ROAD.

Length of road,	-
Length of single main track,	-
Length of double main track,	-
Length of branches owned by the company, stating whether they have a single or double track,	-
Aggregate length of sidings and other tracks, excepting main track and branches,	-
Weight of rail per yard in main road,	-
Weight of rail per yard in branch roads,	-
Specify the different weights per yard,	-
Maximum grade, with its length in main road,	-
Maximum grade, with its length in branch roads,	-
Total rise and fall in main road,	-
Total rise and fall in branch roads,	-
Shortest radius of curvature, with length of curve in main road,	-
Shortest radius of curvature, with length of curve in branch roads,	-
Total degrees of curvature in main road,	-
Total degrees of curvature in branch roads,	-
Total length of straight line in main road,	-

Total length of straight line in branches, -	-
Aggregate length of wooden truss bridges, -	-
Aggregate length of all other wooden bridges, -	-
Aggregate length of iron bridges, -	-
Whole length of road unfenced on both sides, -	-
Number of public ways crossed at grade, -	-
Number of railroads crossed at grade, -	-
Remarks, -	-
Way stations for express trains, -	-
Way stations for accommodation trains, -	-
Flag stations, -	-
Whole number of way stations, -	-
Whole number of flag stations, -	-

DOINGS DURING THE YEAR.

Miles run by passenger trains, -	-
Miles run by freight trains, -	-
Miles run by other trains, -	-
Total miles run, -	-
Number of passengers carried in the cars, -	-
Number of passengers carried one mile, -	-
Number of tons of merchandise carried in the cars, -	-
Number of tons of merchandise carried one mile, -	-
Number of passengers carried one mile, to and from other roads, -	-
Number of tons carried one mile, to and from other roads, -	-
Rate of speed adopted for express passenger trains, including stops, -	-
Average rate of speed actually attained by express passenger trains, including stops and detentions, -	-
Rate of speed adopted for accommodation trains, -	-
Rate of speed actually attained by accommodation trains, including stops and detentions, -	-
Average rate of speed actually attained by special trains, including stops and detentions, -	-
Average rate of speed adopted for freight trains, including stops and detentions, -	-
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, -	-
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, -	-

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, -	-
For repairs of wooden bridges, -	-
For renewals of iron, including laying down, -	-
For wages of switchmen, average per month, \$	} Total,
For wages of gate-keepers, average per month, \$	
For wages of signal-men, average per month, \$	
For wages of watchmen, average per month, \$	
Number of men employed, exclusive of those engaged in construction, -	-
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) -	-
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, -	-
Total for maintenance of way, -	-

MOTIVE POWER AND CARS.

For repairs of locomotives, -	-	-	-
For new locomotives, to cover depreciation, -	-	-	-
For repairs of passenger cars, -	-	-	-
For new passenger cars, to cover depreciation, -	-	-	-
For repairs of merchandise cars, -	-	-	-
For new merchandise cars, to cover depreciation, -	-	-	-
For repairs of gravel and other cars, -	-	-	-
Total for maintenance of motive power and cars, -	-	-	-
Number of engines, -	-	-	-
Number of passenger cars, -	-	-	-
Number of baggage cars, -	-	-	-
Number of merchandise cars, -	-	-	-
Number of gravel cars, -	-	-	-

MISCELLANEOUS.

For fuel used by engines during the year, viz. :			
Wood, -	-	-	-
Coal, -	-	-	-
For oil used by cars and engines, -	-	-	-
For waste and other material for cleaning, -	-	-	-
For salaries, wages and incidental expenses, chargeable to passenger department, -	-	-	-
For salaries, wages and incidental expenses, chargeable to freight department, -	-	-	-
For gratuities and damages, -	-	-	-
For taxes and insurance, -	-	-	-
For ferries, -	-	-	-
For repairs of station buildings, aqueducts, fixtures, furniture, -	-	-	-
For interest, -	-	-	-
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, -	-	-	-
For amount paid other companies, as rent for use of their roads, specifying each company, -	-	-	-
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, -	-	-	-
Total miscellaneous, -	-	-	-
Total expenditures for working the road, -	-	-	-

\$222 20

INCOME DURING THE YEAR.

For passengers :—

1. On main road, including branches owned by company, -
2. To and from other roads, specifying what, -

For freight :—

1. On main road and branches owned by company, -
2. To and from other connecting roads, -

U. S. mails, -	-	-	-
Rents, -	-	-	-
Total income, -	-	-	-
Net earnings, after deducting expenses, -	-	-	-

DIVIDENDS.

per cent. Total, -	-	-	-
Surplus not divided, -	-	-	-

Surplus last year,	-	-	-	-	-	
Total surplus,	-	-	-	-	-	
ESTIMATED DEPRECIATION BEYOND THE RENEW-						
ALS, VIZ.:						
Road and bridges,	-	-	-	-	-	
Buildings,	-	-	-	-	-	
Engines and cars,	-	-	-	-	-	

S. C. PHILLIPS,
WM. LIVINGSTON,
SIDNEY SPALDING,
JOHN CLARK,

29 January, 1850.

Directors.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. *Salem, January 29, 1850.* Then personally appeared the above named Stephen C. Phillips, John Clark, William Livingston, and Sidney Spalding, and made oath that the above report, by them subscribed, was true, according to the best of their knowledge and belief.

Before me, STEPHEN H. PHILLIPS, *Justice of the Peace.*

FIRST ANNUAL REPORT
OF THE
SAUGUS BRANCH RAILROAD CORPORATION.

To the Honorable, the Senate and House of Representatives of the Commonwealth of Massachusetts :—

The Directors of the Saugus Branch Railroad Corporation, hereby submit their First Annual Report of their acts and doings, under their act of incorporation.

The Directors of Saugus Branch Railroad Company can report but little action, under their act of incorporation. Those to whom the charter was particularly granted, took early measures to have books opened, and subscriptions obtained, for stock in said company; and a very respectable amount of stock was taken by those directly concerned on the line of said proposed road. Since our first survey, we have caused the whole route to be re-surveyed, and, by thus doing, find that it will be necessary to request your honorable body to slightly change the location, which will enable us to build the said road at a much less expense, and accommodate the public much better. A petition will, therefore, be presented to your honorable body, for that purpose, at your present session.

Should the financial concerns of the country warrant it, the directors anticipate commencing operations the ensuing season. No assessments have been made, and, as a consequence, no receipts can be reported, as all expenses have been paid by individual subscriptions, on promise of repayment in stock of said road.

All which is respectfully submitted,

GEO. W. WILSON,
HENRY S. DOWNS,
WM. R. FERNALD,
JOSHUA WEBSTER,
CHARLES LEWIS,
JAMES EATON,
GEORGE PEARSON,
J. B. FAULKNER,
EDWARD PRANKER,
G. W. RADDIN,
OTIS TUFTS.

Malden, January 10, 1850.

ESSEX, ss. *January 11, 1850.* Then personally appeared George Pearson, Edward Pranker, and George W. Raddin, and made oath that the above report and statement, by them subscribed, is just and true, according to the best of their knowledge and belief. Before me,

JOSEPH DUMPNEY, *Justice of the Peace.*

MIDDLESEX, ss. *January 26, 1850.* Then personally appeared the above named Wilson, Downs, Fernald, Webster, Lewis, Eaton, and Faulkner, and made oath that the above report and statement, by them subscribed, is just and true, according to the best of their knowledge and belief. Before me,

W. STA. STEARNS, *Justice of the Peace.*

SUFFOLK, ss. *Boston, February 1, 1850.* Then personally appeared the before named Otis Tufts, and made oath that the foregoing report and statement, by him subscribed, is just and true, according to his best knowledge and belief. Before me,

WILLIAM ROGERS, *Justice of the Peace.*

FIRST ANNUAL REPORT

OF THE

SOUTHBRIDGE AND BLACKSTONE RAILROAD
COMPANY.

COMMONWEALTH OF MASSACHUSETTS.

*To the Honorable Senate and House of Representatives, in General
Court assembled :—*

The undersigned, Corporators of the Southbridge and Blackstone Railroad Company, hereby represent that, in lieu of the usual return of organized railroad corporations, they would respectfully submit the following statement of facts, to wit : The Southbridge and Blackstone Railroad Company was incorporated at the last session of the Legislature, with authority to locate a railroad from Southbridge, to intersect the Norfolk County Railroad, in the town of Blackstone, within two years of the date of their charter, and to construct the same within four years. We would further represent, that said Southbridge and Blackstone Railroad is designed as an extension of the Norfolk County Railroad ; and that, owing to the embarrassed state of the affairs of that corporation, and the depressed state of the money market, no steps have been taken to organize under our charter, except to warn the first meeting of the corporation, which meeting will be holden soon, and active measures taken to insure the speedy location and construction of our road.

H. N. SLATER,
WELCOME FARNUM,
E. D. AMMIDOWN.

Boston, January 25, 1850.

FIRST ANNUAL REPORT

OF THE

SOUTH READING BRANCH RAILROAD COMPANY..

To the Honorable Senate and House of Representatives :—

The undersigned, Directors of the South Reading Branch Railroad, respectfully present the first Annual Report of their doings under their act of incorporation, dated April 26th, A. D. 1848.

On the 21st day of August, A. D. 1849, one hundred and fifty thousand dollars of the capital stock having been taken, the subscribers to the stock met and duly organized the company.

Since which time, the whole amount of capital stock named in the charter, to wit, two thousand shares, or 200,000 dollars, has been subscribed, surveys have been completed, the lands contracted for, with very few exceptions, the location filed, according to law, to within a short distance of its proposed terminus in South Danvers, and the entire line of road, thus far, put under contract.

As the work has just commenced, and few payments as yet made, the directors feel that a more particular return will not be necessary.

Return of the South Reading Branch Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock,	-	-	-	-	-	\$200,000 00
Increase of capital since last report,	-	-	-	-	-	
Capital paid in per last report,	-	-	-	-	-	
Capital paid in since last report,	-	-	-	-	-	
Total amount of capital stock paid in,	-	-	-	-	-	
Funded debt, per last report,	-	-	-	-	-	
Funded debt paid since last report,	-	-	-	-	-	
Funded debt, increase of, since last report,	-	-	-	-	-	
Total present amount of funded debt,	-	-	-	-	-	
Floating debt per last report,	-	-	-	-	-	
Floating debt paid since last report,	-	-	-	-	-	
Floating debt, increase of, since last report,	-	-	-	-	-	
Total present amount of floating debt,	-	-	-	-	-	
Total present amount of funded and floating, debt,	-	-	-	-	-	
Average rate of interest per annum paid during the year,	-	-	-	-	-	

Maximum amount of debt for each month during the year, viz.: January, \$; February, \$; March, \$; April, \$; May, \$; June, \$; July, \$; August, \$; September, \$; October, \$; November, \$; December, \$.

COST OF ROAD AND EQUIPMENT.

For graduation and masonry, per last report,	-
For graduation and masonry paid during the past year,	-
Total amount expended for graduation and masonry,	-
For wooden bridges, per last report,	-
For wooden bridges paid during the past year,	-
Total amount expended for wooden bridges,	-
Total amount expended for iron bridges, (if any,)	-
For superstructure, including iron, per last report,	-
For superstructure, including iron, paid during the past year,	-
Total amount expended for superstructure, including iron,	-
For stations, buildings and fixtures, per last report,	-
For stations buildings and fixtures, paid during the past year,	-
Total amount expended for stations, buildings and fixtures,	-
For land, land-damages and fences, per last report,	-
For land, land-damages and fences, paid during the past year,	-
Total amount expended for land, land-damages and fences,	-
For locomotives, per last report,	-
For locomotives, paid during the past year,	-
Total amount expended for locomotives,	-
For passenger and baggage cars, per last report,	-
For passenger and baggage cars, paid during the past year,	-
Total amount expended for passenger and baggage cars,	-
For merchandise cars, per last report,	-
For merchandise cars, paid during the past year,	-
Total amount expended for merchandise cars,	-
For engineering, per last report,	-
For engineering paid during the past year,	-
Total amount expended for engineering,	-
For agencies and other expenses, per last report,	-
For agencies and other expenses, paid during the past year,	-
Total amount expended for agencies and other expenses,	-
Total cost of road and equipment,	-

CHARACTERISTICS OF ROAD.

Length of road,	-
Length of single main track,	-
Length of double main track,	-
Length of branches owned by the company, stating whether they have a single or double track,	-
Aggregate length of sidings and other tracks, excepting main track and branches,	-

Weight of rail per yard in main road,	-	-
Weight of rail per yard in branch roads,	-	-
Specify the different weights per yard,	-	-
Maximum grade, with its length in main road,	-	-
Maximum grade, with its length in branch roads,	-	-
Total rise and fall in main road,	-	-
Total rise and fall in branch roads,	-	-
Shortest radius of curvature, with length of curve in main road,	-	-
Shortest radius of curvature, with length of curve in branch roads,	-	-
Total degrees of curvature in main road,	-	-
Total degrees of curvature in branch roads,	-	-
Total length of straight line in main road,	-	-
Total length of straight line in branches,	-	-
Aggregate length of wooden truss bridges,	-	-
Aggregate length of all other wooden bridges,	-	-
Aggregate length of iron bridges,	-	-
Whole length of road unfenced on both sides,	-	-
Number of public ways crossed at grade,	-	-
Number of railroads crossed at grade,	-	-
Remarks,	-	-
Way stations for express trains,	-	-
Way stations for accommodation trains,	-	-
Flag stations,	-	-
Whole number of way stations,	-	-
Whole number of flag stations,	-	-

DOINGS DURING THE YEAR.

Miles run by passenger trains,	-	-
Miles run by freight trains,	-	-
Miles run by other trains,	-	-
Total miles run,	-	-
Number of passengers carried in the cars,	-	-
Number of passengers carried one mile,	-	-
Number of tons of merchandise carried in the cars,	-	-
Number of tons of merchandise carried one mile,	-	-
Number of passengers carried one mile, to and from other roads,	-	-
Number of tons carried one mile, to and from other roads,	-	-
Rate of speed adopted for express passenger trains, including stops,	-	-
Average rate of speed actually attained by express passenger trains, including stops and detentions,	-	-
Rate of speed adopted for accommodation trains,	-	-
Rate of speed actually attained by accommodation trains, including stops and detentions,	-	-
Average rate of speed actually attained by special trains, including stops and detentions,	-	-
Average rate of speed adopted for freight trains, including stops and detentions,	-	-
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile,	-	-
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,	-	-

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron,	-	-
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For repairs of wooden bridges,	-	-	-
For renewals of iron, including laying down,	-	-	-
For wages of switchmen, average per month, \$	-	-	-
For wages of gate-keepers, average per month, \$	-	-	-
For wages of signal-men, average per month, \$	-	-	-
For wages of watchmen, average per month, \$	-	-	-
Number of men employed, exclusive of those engaged in construction,	-	-	-
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	-	-	-
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	-	-	-
Total for maintenance of way,	-	-	-

MOTIVE POWER AND CARS.

For repairs of locomotives,	-	-	-
For new locomotives to cover depreciation,	-	-	-
For repairs of passenger cars,	-	-	-
For new passenger cars, to cover depreciation,	-	-	-
For repairs of merchandise cars,	-	-	-
For new merchandise cars, to cover depreciation,	-	-	-
For repairs of gravel and other cars,	-	-	-
Total for maintenance of motive power and cars,	-	-	-
Number of engines,	-	-	-
Number of passenger cars,	-	-	-
Number of baggage cars,	-	-	-
Number of merchandise cars,	-	-	-
Number of gravel cars,	-	-	-

MISCELLANEOUS.

For fuel used by engines during the year, viz.,	-	-	-
Wood,	-	-	-
Coal,	-	-	-
For oil used by cars and engines,	-	-	-
For waste and other material for cleaning,	-	-	-
For salaries, wages and incidental expenses, chargeable to passenger department,	-	-	-
For salaries, wages and incidental expenses, chargeable to freight department,	-	-	-
For gratuities and damages,	-	-	-
For taxes and insurance,	-	-	-
For ferries,	-	-	-
For repairs of station buildings, aqueducts, fixtures, furniture,	-	-	-
For interest,	-	-	-
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company,	-	-	-
For amount paid other companies as rent for use of their roads, specifying each company,	-	-	-
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	-	-	-
Total miscellaneous,	-	-	-
Total expenditures for working the road,	-	-	-

INCOME DURING THE YEAR.

For passengers:—

1. On main road, including branches owned by company,

2. To and from other roads, specifying what,	-				
<i>For freight :—</i>					
1. On main road and branches owned by company,					
2. To and from other connecting roads,	-	-			
U. S. mails,	-	-	-	-	-
Rents,	-	-	-	-	-
Total income,	-	-	-	-	-
Net earnings, after deducting expenses,	-	-			
DIVIDENDS.					
per cent. Total,	-	-	-	-	-
Surplus not divided,	-	-	-	-	-
Surplus last year,	-	-	-	-	-
Total surplus,	-	-	-	-	-
ESTIMATED DEPRECIATION BEYOND THE RENEW-					
ALS, VIZ. :					
Road and bridges,	-	-	-	-	-
Buildings,	-	-	-	-	-
Engines and cars,	-	-	-	-	-

All which is respectfully submitted.

DAVID PINGREE,
GEORGE OSBORNE,
EDWD. CRANE,
WM. SUTTON,
LEWIS ALLEN,
THOS. EMERSON,
T. P. PINGREE,

Directors of the S. Reading Branch Railroad.

January, 1850.

ESSEX COUNTY. *Salem, January 19, 1850.* Then personally appeared David Pingree, George Osborne, Edward Crane, William Sutton, Lewis Allen, Thomas Emerson, and T. P. Pingree, and severally made oath to the truth of the above return, by them made and subscribed.

Before me, STEPHEN P. WEBB, *Justice of the Peace.*

FOURTH ANNUAL REPORT

OF THE

SOUTH SHORE RAILROAD COMPANY.

Return of the South Shore Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock, [authorized,] - - - -		\$600,000 00
Increase of capital since last report, - - -		
Capital paid in per last report, - - -	\$135,935 00	
Capital paid in since last report, - - -	17,645 00	
Total amount of capital stock paid in, - - -		153,580 00
[In addition to the \$153,580, is \$15,320 paid for by contractors and others in work and land damages, but not yet settled, which, when settled, will amount to \$168,900.]		
Funded debt, per last report, - - -		
Funded debt paid since last report, - - -		
Funded debt, increase of, since last report, - - -	6,500 00	
Total present amount of funded debt, - - -		6,500 00
Floating debt, per last report, - - -	128,475 50	
Floating debt paid since last report, - - -		
Floating debt, increase of, since last report, - - -	85,104 00	
Total present amount of floating debt, - - -		213,579 50
Total present amount of funded and floating debt, - - -		220,079 50
Average rate of interest per annum paid during the year, - - - - -		
	Current rate of the market.	
Maximum amount of debt for each month during the year, viz.: January, \$139,113 33; February, \$145,408 85; March, \$158,133 60; April, \$169,521 14; May, \$183,133 43; June, \$187,341 68; July, \$188,389 14; August, \$199,172 24; September, \$206,473 25; October, \$210,349 53; November, \$214,079 50; December, \$220,079 50.		

COST OF ROAD AND EQUIPMENT.

For graduation and masonry, per last report, -	95,278 42	
For graduation and masonry paid during the past year, - - - - -	20,055 87	
Total amount expended for graduation and masonry, -		115,334 29
For wooden bridges, per last report, - - -	12,065 97	
For wooden bridges paid during the past year, - - -	591 89	
Total amount expended for wooden bridges, - - -		12,657 86
Total amount expended for iron bridges, (if any,) -		
For superstructure, including iron, per last report, -	77,199 05	
For superstructure, including iron, paid during the past year, - - -	4,696 56	
Total amount expended for superstructure, including iron, - - - - -		81,895 61
For stations, buildings and fixtures, per last report, -	13,094 42	

For stations, buildings and fixtures, paid during the past year, - - - - -	\$13,034 98	
Total amount expended for stations, buildings and fixtures, - - - - -		\$26,129 40
For land, land-damages and fences, per last report, -	31,270 11	
For land, land-damages and fences, paid during the past year, - - - - -	32,165 95	
Total amount expended for land, land-damages and fences, - - - - -		63,436 06
For locomotives, per last report, - - - - -		
For locomotives, paid during the past year, - - - - -		
Total amount expended for locomotives, - - - - -		
For passenger and baggage cars, per last report, -		
For passenger and baggage cars, paid during the past year, - - - - -		
Total amount expended for passenger and baggage cars, - - - - -		
For merchandise cars, per last report, - - - - -		
For merchandise cars, paid during the past year, -		
Total amount expended for merchandise cars, - - - - -		
For engineering, per last report, - - - - -	12,007 48	
For engineering, paid during the past year, - - - - -	921 04	
Total amount expended for engineering, - - - - -		12,928 52
For agencies and other expenses, per last report, -	13,912 22	
For agencies and other expenses, paid during the past year, [including construction, signs, interest, and miscellaneous expenses,] - - - - -	47,322 20	
Total amount expended for agencies and other expenses, - - - - -		61,234 42
Total cost of road, - - - - -		373,616 16

CHARACTERISTICS OF ROAD.

Length of road, - - - - -	11.5 miles.
Length of single main track, - - - - -	11.5 "
Length of double main track, - - - - -	
Length of branches owned by the company, stating whether they have a single or double track, -	
Aggregate length of sidings and other tracks, excepting main track and branches, - - - - -	
Weight of rail per yard in main road, - - - - -	52 lbs.
Weight of rail per yard in branch roads, - - - - -	
Specify the different weights per yard, - - - - -	
Maximum grade, with its length in main road, -	34 85-100 ft. for 3½ miles.
Maximum grade, with its length in branch roads, -	
Total rise and fall in main road, - - - - -	259 4-10 feet.
Total rise and fall in branch roads, - - - - -	
Shortest radius of curvature, with length of curve in main road, - - - - -	477½ ft. for 697 ft. at junction with O. C. R. R.
Shortest radius of curvature, with length of curve in branch roads, - - - - -	
Total degrees of curvature in main road, - - - - -	704° 42'.
Total degrees of curvature in branch roads, - - - - -	
Total length of straight line in main road, - - - - -	7 8-10 miles.
Total length of straight line in branches, - - - - -	
Aggregate length of wooden truss bridges, - - - - -	
Aggregate length of all other wooden bridges, -	
Aggregate length of iron bridges, - - - - -	
Whole length of road unfenced on both sides, - - - - -	
Number of public ways crossed at grade, - - - - -	

Number of railroads crossed at grade,	-	-
Remarks, - - -	-	-
Way stations for express trains,	-	-
Way stations for accommodation trains,	-	-
Flag stations, - - -	-	-
Whole number of way stations,	-	-
Whole-number of flag stations,	-	-

DOINGS DURING THE YEAR.

Miles run by passenger trains,	-	-
Miles run by freight trains, -	-	-
Miles run by other trains, -	-	-
Total miles run, - - -	-	-
Number of passengers carried in the cars, -	-	-
Number of passengers carried one mile, -	-	-
Number of tons of merchandise carried in the cars, -	-	-
Number of tons of merchandise carried one mile, -	-	-
Number of passengers carried one mile, to and from other roads, - - -	-	-
Number of tons carried one mile, to and from other roads, - - -	-	-
Rate of speed adopted for express passenger trains including stops, - - -	-	-
Average rate of speed actually attained by express passenger trains, including stops and detentions, -	-	-
Rate of speed adopted for accommodation trains, -	-	-
Rate of speed actually attained by accommodation trains, including stops and detentions, -	-	-
Average rate of speed actually attained by special trains, including stops and detentions, -	-	-
Average rate of speed adopted for freight trains, including stops and detentions, - - -	-	-
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, -	-	-
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, -	-	-

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, -	-	} Total,
For repairs of wooden bridges, -	-	
For renewals of iron, including laying down, -	-	
For wages of switchmen, average per month, \$	-	
For wages of gate-keepers, average per month, \$	-	
For wages of signal-men, average per month, \$	-	
For wages of watchmen, average per month, \$	-	} Total,
Number of men employed, exclusive of those engaged in construction, - - -	-	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) -	-	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, -	-	
Total for maintenance of way, -	-	

MOTIVE POWER AND CARS.

For repairs of locomotives, -	-	-
For new locomotives, to cover depreciation, -	-	-
For repairs of passenger cars, -	-	-
For new passenger cars, to cover depreciation, -	-	-
For repairs of merchandise cars, -	-	-

For new merchandise cars, to cover depreciation,	-	-	-	-
For repairs of gravel and other cars,	-	-	-	-
Total for maintenance of motive power and cars,	-	-	-	-
Number of engines,	-	-	-	-
Number of passenger cars,	-	-	-	-
Number of baggage cars,	-	-	-	-
Number of merchandise cars,	-	-	-	-
Number of gravel cars,	-	-	-	-

MISCELLANEOUS.

For fuel used by engines during the year, viz.:				
Wood, -	-	-	-	-
Coal, -	-	-	-	-
For oil used by cars and engines,	-	-	-	-
For waste and other material for cleaning,	-	-	-	-
For salaries, wages and incidental expenses, charge-	-	-	-	-
able to passenger department,	-	-	-	-
For salaries, wages and incidental expenses, charge-	-	-	-	-
able to freight department,	-	-	-	-
For gratuities and damages,	-	-	-	-
For taxes and insurance,	-	-	-	-
For ferries, -	-	-	-	-
For repairs of station buildings, aqueducts, fixtures,	-	-	-	-
furniture, -	-	-	-	-
For interest,	-	-	-	-
For amount paid other companies, in tolls for pas-	-	-	-	-
sengers, and freight carried on their roads, speci-	-	-	-	-
fying each company,	-	-	-	-
For amount paid other companies as rent for use of	-	-	-	-
their roads, specifying each company,	-	-	-	-
For salaries of president, treasurer, superintendent,	-	-	-	-
law expenses, office expenses of the above offices,	-	-	-	-
and all other expenses not included in any of the	-	-	-	-
foregoing items, -	-	-	-	-
Total miscellaneous,	-	-	-	-
Total expenditures for working the road,	-	-	-	-

INCOME DURING THE YEAR.

For passengers:—

1. On main road, including branches owned by company, -
2. To and from other roads, specifying what, -

For freight:—

1. On main road and branches owned by company, -
2. To and from other connecting roads, -

U. S. mails,	-	-	-	-
Rents,	-	-	-	-
Total income,	-	-	-	-
Net earnings, after deducting expenses,	-	-	-	-

DIVIDENDS.

per cent. Total,	-	-	-	-
Surplus not divided,	-	-	-	-
Surplus last year,	-	-	-	-
Total surplus,	-	-	-	-

ESTIMATED DEPRECIATION BEYOND THE RENEW-

ALS, VIZ.:

Road and bridges,	-	-	-	-
Buildings,	-	-	-	-
Engines and cars,	-	-	-	-

NOTE. This branch is under lease to the Old Colony Railroad Corporation, and has been since it was made ready for equipment, in January, 1849; it was then furnished and equipped by that corporation, and has since been run by it, the lease taking effect on the 1st of April, 1849, therefore some of the information, called for above, cannot be furnished by us; but it will, doubtless, be furnished by the report from that corporation. The terms of the lease are set forth, in full, in the Annual Reports of Railroad Corporations, to Senate, for 1847, page 123.

ALFRED C. HERSEY,
JAMES C. DOANE,
WM. HUMPHREY,
ELLIOT L. WHITE,
JOHN W. LOUD,
LABAN SOUTHER,
JOSEPH LOUD, JR.,

Directors of the South Shore Railroad.

Boston, January 30, 1850.

SUFFOLK, ss. *January 31, 1850.* Then personally appeared the above named Alfred C. Hersey, and William Humphrey, and severally made oath that the within return, by them subscribed, is true, according to their best knowledge and belief. Before me,

E. HASKET DERBY, *Justice of the Peace.*

NORFOLK, ss. *January 31, 1850.* Then personally appeared the above named Elliot L. White, Joseph Loud, Jr., and John W. Loud, and severally made oath that the within return, by them subscribed, is true, according to their best knowledge and belief. Before me,

IRA CURTIS, *Justice of the Peace.*

SECOND ANNUAL REPORT

OF THE

STOCKBRIDGE AND PITTSFIELD RAILROAD
CORPORATION.

To the Honorable, the Senate and House of Representatives :—

The undersigned, Directors of the Stockbridge and Pittsfield Railroad Corporation, respectfully submit this, their Second Annual Report.

The contract mentioned in our First Annual Report, as having been made with parties for the construction of the road, and with the Housatonic Railroad Corporation, for the support and operation of the same, are still in force.

The road is so far completed as to allow of the running of cars ; but is still in the hands of the parties who constructed it, not yet having been accepted by the corporation.

A meeting of all parties interested, is soon to take place, at which time it is intended to consummate the final contract between this Corporation and the Housatonic Railroad Corporation, and to effect a settlement with the parties who are constructing the road, at which time the corporation will be put in possession of all the facts necessary to enable them, in their next Annual Report, to conform to the Act of May 1, 1849.

All which is respectfully submitted,

SAMUEL A. HULBUT,
THOMAS SEDGWICK,
HARRISON GARFIELD,
GEO. W. PLATNER.

BERKSHIRE, ss. *Lee, January 24, 1850.* Then personally appeared the above named Samuel A. Hulbut, Thomas Sedgwick, Harrison Garfield, and Geo. W. Platner, and made oath that the above report, by them subscribed, is true, according to their best knowledge, information, and belief. Before me,

T. CHAMBERLIN, *Justice of the Peace.*

THIRD ANNUAL REPORT

OF THE

STONY BROOK RAILROAD CORPORATION.

Return of the Stony Brook Railroad Corporation, under the Act of May 1, 1849, chap. 191. From November 1, 1848, to November 1, 1849.

Capital stock, [by charter, \$300,000,—by vote,		\$275,000 00
Increase of capital since last report, -	-	25,000 00
Capital paid in per last report, -	-	\$216,829 00
Capital paid in since last report, -	-	24,999 00
Total amount of capital stock paid in, -	-	241,828 00
Funded debt, per last report, -	-	None.
Funded debt paid since last report, -	-	None.
Funded debt, increase of, since last report, -	-	None.
Total present amount of funded debt, -	-	None.
Floating debt, per last report, -	-	29,188 60
Floating debt paid since last report, -	-	8,333 97
Floating debt, increase of, since last report, -	-	None.
Total present amount of floating debt, -	-	20,854 63
Total present amount of funded and floating debt, -	-	20,854 63
Average rate of interest per annum paid during the year, - [6½ per cent.; including expenses,	7 42-100.	
Maximum amount of debt for each month during the year, viz.: January, \$33,339 85; February, \$33,689 85; March, \$31,630 11; April, \$38,030 11; May, \$34,000 11; June, \$33,087 11; July, \$28,163 00; August, \$26,263 00; September, \$25,713 00; October, \$25,713 00; November, \$20,854 63; December, \$.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report, -	78,541 63	
For graduation and masonry paid during the past year, -	3,595 67	
Total amount expended for graduation and masonry, -		82,137 30
For wooden bridges, per last report, -	3,520 81	
For wooden bridges paid during the past year, -	79 22	
Total amount expended for wooden bridges, -		3,600 03
Total amount expended for iron bridges, (if any,) -	Nothing.	
For superstructure, including iron, per last report, -	116,038 21	
For superstructure, including iron, paid during the past year, -	2,167 33	
Total amount expended for superstructure, including iron, -		118,205 54
For stations, buildings and fixtures, per last report, -	11,201 87	
For stations, buildings and fixtures, paid during the past year, -	224 19	
Total amount expended for stations, buildings and fixtures, -		11,426 06

For land, land-damages and fences, per last report, -	\$18,567 51	
For land, land-damages and fences, paid during the past year, -	5,767 19	
Total amount expended for land, land-damages and fences, -		\$24,334 70
For locomotives, per last report, -	Nothing.	
For locomotives, paid during the past year, -	do	
Total amount expended for locomotives, -	do	
For passenger and baggage cars, per last report, -	do	
For passenger and baggage cars, paid during the past year, -	do	
Total amount expended for passenger and baggage cars, -	do	
For merchandise cars, per last report, -	do	
For merchandise cars, paid during the past year, -	do	
Total amount expended for merchandise cars, -	do	
For engineering, per last report, [in 1848, this sum was included with other expenses,] -	7,778 24	
For engineering paid during the past year, -	28 50	
Total amount expended for engineering, -		7,806 74
For agencies and other expenses, per last report, [1848 included with engineering,] -	11,011 49	
For agencies and other expenses, paid during the past year, -	4,034 45	
Total amount expended for agencies and other expenses, -		15,045 94
Total cost of road and equipment, -		262,556 31

CHARACTERISTICS OF ROAD.

Length of road, -	13 16-100 miles.
Length of single main track, -	13 16-100 miles.
Length of double main track, -	But one track.
Length of branches owned by the company, stating whether they have a single or double track, -	No branches.
Aggregate length of sidings and other tracks, excepting main track and branches, -	One mile.
Weight of rail per yard in main road, -	56 lbs.
Weight of rail per yard in branch roads, -	
Specify the different weights per yard, -	
Maximum grade, with its length in main road, -	39 60-100; 1 36-100 miles.
Maximum grade, with its length in branch roads, -	
Total rise and fall in main road, -	207 59-100 feet.
Total rise and fall in branch roads, -	
Shortest radius of curvature, with length of curve in main road, -	955; 23-100 mile.
Shortest radius of curvature, with length of curve in branch roads, -	
Total degrees of curvature in main road, -	612
Total degrees of curvature in branch roads, -	
Total length of straight line in main road, -	8 59-100 miles.
Total length of straight line in branches, -	
Aggregate length of wooden truss bridges, -	None.
Aggregate length of all other wooden bridges, -	510 feet.
Aggregate length of iron bridges, -	None.
Whole length of road unfenced on both sides, -	Fences are finished.
Number of public ways crossed at grade, -	Thirteen.
Number of railroads crossed at grade, -	One.

Remarks. [The Peterborough and Shirley Railroad intersects with and crosses the Stony Brook Railroad, at the Groton Junction. Passenger trains do not use the crossing, and engines but rarely.]

Way stations for express trains,	-	-	-	No express trains are run.
Way stations for accommodation trains,	-	-	-	Four.
Flag stations,	-	-	-	None.
Whole number of way stations,	-	-	-	Four.
Whole number of flag stations,	-	-	-	None.

DOINGS DURING THE YEAR.

Miles run by passenger trains,	-	-	-	30,566
Miles run by freight trains,	-	-	-	3,332
[Freight train was run in connection with passenger train until July 10, 1849.]				
Miles run by other trains,	-	-	-	264
Total miles run,	-	-	-	34,162
Number of passengers carried in the cars,	-	-	-	55,934
Number of passengers carried one mile,	-	-	-	724,924
Number of tons of merchandise carried in the cars,	-	-	-	No record.
Number of tons of merchandise carried one mile,	-	-	-	No record.
Number of passengers carried one mile, to and from other roads,	-	-	-	221,051
Number of tons carried one mile, to and from other roads,	-	-	-	
Rate of speed adopted for express passenger trains, including stops,	-	-	-	No express trains run.
Average rate of speed actually attained by express passenger trains, including stops and detentions,	-	-	-	No record.
Rate of speed adopted for accommodation trains,	-	-	-	28 miles per hour.
Rate of speed actually attained by accommodation trains, including stops and detentions,	-	-	-	No record.
Average rate of speed actually attained by special trains, including stops and detentions,	-	-	-	No record.
Average rate of speed adopted for freight trains, including stops and detentions,	-	-	-	14 miles per hour.
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile,	-	-	-	
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,	-	-	-	

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron,	-	-	} Total,	This road is worked by the Nashua and Lowell Railroad, and we have no returns from them enabling us to make return of all the facts required by law.
For repairs of wooden bridges,	-	-		
For renewals of iron, including laying down,	-	-		
For wages of switchmen, average per month;	\$	\$		
For wages of gate-keepers, average per mth.,	\$	\$		
For wages of signal-men, average per month,	\$	\$		
For wages of watchmen, average per month,	\$	\$		
Number of men employed, exclusive of those engaged in construction,	-	-		19
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam power used,)	-	-		
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	-	-		
Total for maintenance of way,	-	-		

MOTIVE POWER AND CARS.			
For repairs of locomotives, -	-	-	-
For new locomotives, to cover depreciation, -	-	-	-
For repairs of passenger cars, -	-	-	-
For new passenger cars, to cover depreciation, -	-	-	-
For repairs of merchandise cars, -	-	-	-
For new merchandise cars, to cover depreciation, -	-	-	-
For repairs of gravel and other cars, -	-	-	-
Total for maintenance of motive power and cars, -	-	-	-
Number of engines, -	-	-	-
Number of passenger cars, -	-	-	-
Number of baggage cars, -	-	-	-
Number of merchandise cars, -	-	-	-
Number of gravel cars, -	-	-	-
MISCELLANEOUS.			
For fuel used by engines during the year, viz. :	-	\$4,126	11
Wood, -	-	-	-
Coal, -	-	-	-
For oil used by cars and engines, -	-	-	-
For waste and other material for cleaning, -	-	-	-
For salaries, wages and incidental expenses, chargeable to passenger department, -	-	-	-
For salaries, wages and incidental expenses, chargeable to freight department, -	-	-	-
For gratuities and damages, -	-	-	-
For taxes and insurance, -	-	-	-
For ferries, -	-	-	-
For repairs of station buildings, aqueducts, fixtures, furniture, -	-	-	-
For interest, -	-	-	-
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, -	-	-	-
For amount paid other companies, as rent for use of their roads, specifying each company, -	-	-	-
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, -	-	-	-
Total miscellaneous, -	-	-	-
Total expenditures for working the road, -	-	-	-
INCOME DURING THE YEAR.			
<i>For passengers :—</i>			
1. On main road, including branches owned by company, -	-	-	-
2. To and from other roads, specifying what, -	-	-	-
<i>For freight :—</i>			
1. On main road and branches owned by company, -	-	-	-
2. To and from other connecting roads, -	-	-	-
U. S. Mails, -	-	-	-
Rents, -	-	-	-
Total income, -	-	-	-
Net earnings, after deducting expenses, -	-	-	-
DIVIDENDS.			
6 per cent. Total, -	-	-	-
Surplus not divided, -	-	-	-
Surplus last year, -	-	-	-
Total surplus, -	-	-	-
			This corporation own no engines, passenger cars, merchandise cars, or gravel cars.
			None used.
			480 00
			3 26
			1,687 80
			Nothing.
			Nothing paid.
			12,741 00
			None.
			None.
			None.

ESTIMATED DEPRECIATION BEYOND THE RENEW-					
ALS, VIZ.:					
Road and bridges,	-	-	-	-	-
Buildings,	-	-	-	-	-
Engines and cars,	-	-	-	-	-
Nothing.					
Nothing.					
None owned by this corp.					

The Stony Brook Railroad is leased to the Nashua and Lowell Railroad Company, by a written lease, a copy of which accompanied the return for the year 1848; in consequence of which, we are unable to return many of the facts required by law. The facts stated above, under the head of doings for the year, are derived from the books of said company, or from persons employed by them.

On the first day of May, 1849, George Balcom, a brakeman, employed upon the passenger train, in passing from Lowell to the Groton junction, was killed by coming in contact with a bridge, at the Groton road. There was nothing that required his presence on the top of the car at the time; and it is supposed that he was attempting to pass from the baggage car to the engine, from mere curiosity, the train being at the time about four miles from the point when, in the ordinary run of the same, he would be required at the brakes.

TAPPAN WENTWORTH,
SEWALL G. MACK,
JOHN W. P. ABBOT,
JOHN WRIGHT,
ZIBA GAY.

Lowell, January 1, 1850.

MIDDLESEX, ss. *January 1, 1850.* Then personally appeared Tappan Wentworth, Sewall G. Mack, John W. P. Abbott, and John Wright, and made oath that the foregoing return, by them subscribed, is true, according to their best knowledge and belief. Before me,

ISAAC S. MORSE, *Justice of the Peace.*

MIDDLESEX, ss. *January 11, 1850.* Then personally appeared Ziba Gay, and made oath that the above return, by him subscribed, is true, according to his best knowledge and belief. Before me,

THOMAS ORDWAY, *Justice of the Peace.*

SIXTH ANNUAL REPORT

OF THE

STOUGHTON BRANCH RAILROAD CORPORATION.

Return of the Stoughton Branch Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock, - - - - -		\$90,000 00
Increase of capital since last report, - - -	Nothing.	
Capital paid in per last report, - - -	\$85,400 00	
Capital paid in since last report, - - -	Nothing.	
Total amount of capital stock paid in, - - -		85,400 00
Funded debt per last report, - - -	3,753 54	
Funded debt paid since last report, - - -	Nothing.	
Funded debt, increase of, since last report, - - -	do	
Total present amount of funded debt, - - -		3,753 54
Floating debt, per last report, - - -	Nothing.	
Floating debt paid since last report, - - -	do	
Floating debt, increase of, since last report, - - -	do	
Total present amount of floating debt, - - -	do	
Total present amount of funded and floating debt, - - -		3,753 54
Average rate of interest per annum paid during the year, - - - - -	6 per cent. per annum.	
Maximum amount of debt for each month during the year, viz.: January, \$3,753 54; February, \$3,753 54; March, \$3,753 54; April, \$3,753 54; May, \$3,753 54; June, \$3,753 54; July, \$3,753 54; August, \$3,753 54; September, \$3,753 54; October, \$3,753 54; November, \$3,753 54; December, \$3,753 54.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report, - - -	38,401 98	
For graduation and masonry paid during the past year, - - - - -	Nothing.	
Total amount expended for graduation and masonry, - - -		38,401 98
For wooden bridges, per last report, - - -	850 00	
For wooden bridges paid during the past year, - - -	Nothing.	
Total amount expended for wooden bridges, - - -		850 00
Total amount expended for iron bridges, (if any,) - - -	Nothing.	
For superstructure, including iron, per last report, - - -	30,075 95	
For superstructure, including iron, paid during the past year, - - - - -	Nothing.	
Total amount expended for superstructure, including iron, - - - - -		30,075 95
For stations, buildings and fixtures, per last report, - - -	12,272 35	
For stations, buildings and fixtures, paid during the past year, - - - - -	Nothing.	
Total amount expended for stations, buildings and fixtures, - - - - -		12,272 35

For land, land-damages and fences, per last report, -	\$8,945 51
For land, land-damages and fences, paid during the past year, -	Nothing.
Total amount expended for land, land-damages and fences, -	\$8,945 51
For locomotives, per last report, -	} Nothing. Owned and run by Boston and Providence Railroad Company, per contract.
For locomotives, paid during the past year, -	
Total amount expended for locomotives, -	
For passenger and baggage cars, per last report, -	
For passenger and baggage cars, paid during the past year, -	} 2,887 50
Total am't expended for passenger and baggage cars, -	
For merchandise cars, per last report, -	
For merchandise cars, paid during the past year, -	
Total amount expended for merchandise cars, -	Nothing.
For engineering, per last report, -	2,887 50
For engineering paid during the past year, -	Nothing.
Total amount expended for engineering, -	2,887 50
For agencies and other expenses, per last report, -	do
For agencies and other expenses, paid during the past year, -	do
Total amount expended for agencies and other expenses, -	do
Total cost of road and equipment, -	93,433 29

CHARACTERISTICS OF ROAD.

Length of road, -	4 miles, 222 feet.
Length of single main track, -	do do
Length of double main track, -	None.
Length of branches owned by the company, stating whether they have a single or double track, -	None.
Aggregate length of sidings and other tracks, excepting main track and branches, -	2669 feet.
Weight of rail per yard in main road, -	56 lbs.
Weight of rail per yard in branch roads, -	None.
Specify the different weights per yard, -	
Maximum grade, with its length in main road, -	46 feet per mile, for 740 ft.
Maximum grade, with its length in branch roads, -	None.
Total rise and fall in main road, -	135 50-100 feet.
Total rise and fall in branch roads, -	None.
Shortest radius of curvature, with length of curve in main road, -	} 1,080 feet radius, length of curvature, 682 feet.
Shortest radius of curvature, with length of curve in branch roads, -	
Total degrees of curvature in main road, -	None.
Total degrees of curvature in branch roads, -	172
Total length of straight line in main road, -	None.
Total length of straight line in branches, -	2 miles, 207 feet.
Aggregate length of wooden truss bridges, -	None.
Aggregate length of all other wooden bridges, -	50 feet, 6 inches.
Aggregate length of iron bridges, -	None.
Whole length of road unfenced on both sides, -	do
Number of public ways crossed at grade, -	do
Number of railroads crossed at grade, -	Four.
Remarks, -	None.
Way stations for express trains, -	do
Way stations for accommodation trains, -	Three.
Flag stations, -	None.
Whole number of way stations, -	Three.
Whole number of flag stations, -	None.

DOINGS DURING THE YEAR.		
Miles run by passenger trains, - - -	-	5,008
Miles run by freight trains, - - -	-	5,008
Miles run by other trains, - - -	-	136
Total miles run, - - -	-	10,152
Number of passengers carried in the cars, -	-	44,361
Number of passengers carried one mile, -	-	122,115
Number of tons of merchandise carried in the cars, -	-	9,015
Number of tons of merchandise carried one mile, -	-	17,532
Number of passengers carried one mile, to and from other roads, - - -	-	105,761
Number of tons carried one mile, to and from other roads, - - -	-	17,532
Rate of speed adopted for express passenger trains, including stops, - - -	-	None.
Average rate of speed actually attained by express passenger trains, including stops and detentions, -	-	do
Rate of speed adopted for accommodation trains, -	-	18 miles per hour.
Rate of speed actually attained by accommodation trains, including stops and detentions, -	-	do
Average rate of speed actually attained by special trains, including stops and detentions, - - -	-	None.
Average rate of speed adopted for freight trains, including stops and detentions, - - -	-	18 miles per hour.
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, -	-	} Owned and operated by Boston and Providence Railroad Company.
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, -	-	
EXPENDITURES FOR WORKING THE ROAD. *		
For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, -	-	} Total,
For repairs of wooden bridges, - - -	-	
For renewals of iron, including laying down, -	-	
For wages of switchmen, average per month, \$	-	
For wages of gate-keepers, average per month, \$	-	
For wages of signal-men, average per month, \$	-	} Operated by Boston and Providence Railroad Company.
For wages of watchmen, average per month, \$	-	
Number of men employed, exclusive of those engaged in construction, - - -	-	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) -	-	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - - -	-	
Total for maintenance of way, - - -	-	
MOTIVE POWER AND CARS.		
For repairs of locomotives, - - -	-	} Total,
For new locomotives, to cover depreciation, -	-	
For repairs of passenger cars, - - -	-	
For new passenger cars, to cover depreciation, -	-	
For repairs of merchandise cars, - - -	-	
For new merchandise cars, to cover depreciation, -	-	} Furnished by Boston and Providence Railroad Company.
For repairs of gravel and other cars, - - -	-	
Total for maintenance of motive power and cars, -	-	
Number of engines, - - -	-	
Number of passenger cars, - - -	-	
Number of baggage cars, - - -	-	
Number of merchandise cars, - - -	-	
Number of gravel cars, - - -	-	

MISCELLANEOUS.					
For fuel used by engines during the year, viz.:	-	-	-	-	} Paid by Boston and Providence Railroad Co.
Wood, - - - - -	-	-	-	-	
Coal, - - - - -	-	-	-	-	
For oil used by cars and engines, - - -	-	-	-	-	
For waste and other material for cleaning, -	-	-	-	-	
For salaries, wages and incidental expenses, chargeable to passenger department, - - -	-	-	-	-	} Paid by Boston and Providence Railroad Co.
For salaries, wages and incidental expenses, chargeable to freight department, - - -	-	-	-	-	
For gratuities and damages, - - - - -	-	-	-	-	
For insurance, [buildings insured for seven years, paid two years since. Taxes paid by Boston and Providence Railroad Company,] - - -	-	-	-	-	
For ferries, - - - - -	-	-	-	-	
For repairs of station buildings, aqueducts, fixtures, furniture, - - - - -	-	-	-	-	} None. Done by Boston and Providence Railroad Co. \$131 97
For interest, - - - - -	-	-	-	-	
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, [Boston and Providence Railroad Company,] - - - - -	-	-	-	-	4,000 00
For amount paid other companies as rent for use of their roads, specifying each company, - - -	-	-	-	-	None.
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - - - -	-	-	-	-	221 48
Total miscellaneous, - - - - -	-	-	-	-	\$4,353 45
Total expenditures for working the road, - - -	-	-	-	-	Operated by B.&P. R. R. Co.
INCOME DURING THE YEAR.					
<i>For passengers:—</i>					
1. On main road, including branches owned by company, - - - - -	-	-	-	-	408 85
2. To and from other roads, specifying what, [Boston and Providence Railroad Company,] - - -	-	-	-	-	4,346 76
<i>For freight:—</i>					
1. On main road and branches owned by company, - - -	-	-	-	-	None.
2. To and from other connecting roads, - - -	-	-	-	-	3,669 86
U. S. mails, - - - - -	-	-	-	-	150 00
Rents, - - - - -	-	-	-	-	None.
Total income, - - - - -	-	-	-	-	8,575 47
Net earnings, after deducting expenses, - - -	-	-	-	-	4,222 02
DIVIDENDS.					
5 per cent. Total, - - - - -	-	-	-	-	4,270 00
Surplus not divided, - - - - -	-	-	-	-	2,060 19
Surplus last year, - - - - -	-	-	-	-	1,964 59
Total surplus, - - - - -	-	-	-	-	2,060 19
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:					
Road and bridges, - - - - -	-	-	-	-	} Kept in repair by Boston and Providence Railroad Company.
Buildings, - - - - -	-	-	-	-	
Engines and cars, - - - - -	-	-	-	-	

F. W. LINCOLN,
LYMAN KINSLEY,
MARTIN WALES,
OAKES AMES,
NATH. MORTON,

Directors.

NORFOLK, ss. *Roxbury, January 26, 1850.* Personally appeared the above named F. W. Lincoln, Lyman Kinsley, Martin Wales, Oakes Ames, and Nath. Morton, and made oath that the foregoing statement is true, according to their best knowledge and belief. Before me,

W. RAYMOND LEE, *Justice of the Peace.*

FIFTEENTH ANNUAL REPORT

OF THE

TAUNTON BRANCH RAILROAD CORPORATION.

Return of the Taunton Branch Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock, - - - - -	\$250,000 00
Increase of capital since last report, - - - - -	
Capital paid in per last report, - - - - -	250,000 00
Capital paid in since last report, - - - - -	
Total amount of capital stock paid in, - - - - -	250,000 00
Funded debt, per last report, - - - - -	
Funded debt paid since last report, - - - - -	
Funded debt, increase of, since last report, - - - - -	
Total present amount of funded debt, - - - - -	
Floating debt, per last report, - - - - -	
Floating debt paid since last report, - - - - -	
Floating debt, increase of, since last report, - - - - -	
Total present amount of floating debt, - - - - -	
Total present amount of funded and floating debt, - - - - -	
Average rate of interest per annum paid during the year, - - - - -	
Maximum amount of debt for each month during the year, viz.: January, \$ - - - - - ; February, \$ - - - - - ; March, \$ - - - - - ; April, \$ - - - - - ; May, \$ - - - - - ; June, \$3000 ; July, \$3000 ; August, \$3000 ; September, \$ - - - - - ; October, \$ - - - - - ; November, \$ - - - - - ; December, \$ - - - - - .	
COST OF ROAD AND EQUIPMENT.	
For graduation and masonry, per last report, - - - - -	\$89,855 38
For graduation and masonry, paid during the past year, - - - - -	
Total amount expended for graduation and masonry, - - - - -	\$89,855 38
For wooden bridges, per last report, - - - - -	
For wooden bridges paid during the past year, - - - - -	
Total amount expended for wooden bridges, - - - - -	
Total amount expended for iron bridges, (if any,) - - - - -	
For superstructure, including iron, per last report, - - - - -	92,248 56
For superstructure, including iron, paid during the past year, - - - - -	
Total amount expended for superstructure, including iron, - - - - -	92,248 56
For stations, buildings and fixtures, per last report, - - - - -	45,105 78
For stations, buildings and fixtures, paid during the past year, - - - - -	1,304 44
Total amount expended for stations, buildings and fixtures, - - - - -	46,410 22
For land, land-damages and fences, per last report, - - - - -	30,628 88

For land, land-damages and fences, paid during the past year, - - - - -		
Total amount expended for land, land-damages and fences, - - - - -		\$30,628 88
For locomotives, per last report, - - - - -	\$16,383 67	
For locomotives, paid during the past year, - - - - -		16,383 67
Total amount expended for locomotives, - - - - -		
For passenger and baggage cars, per last report, - - - - -	8,427 37	
For passenger and baggage cars, paid during the past year, - - - - -		8,427 37
Total amt expended for passenger and baggage cars, - - - - -		
For merchandise cars, per last report, - - - - -	8,896 67	
For merchandise cars, paid during the past year, - - - - -		8,896 67
Total amount expended for merchandise cars, - - - - -		
For engineering, per last report, - - - - -	13,539 27	
For engineering paid during the past year, - - - - -		13,539 27
Total amount expended for engineering, - - - - -		
For agencies and other expenses, per last report, - - - - -		
For agencies and other expenses, paid during the past year, - - - - -		
Total amount expended for agencies and other expenses, - - - - -		
Total cost of road and equipment, - - - - -		306,390 02

CHARACTERISTICS OF ROAD.

Length of road, - - - - -	11 1-10 miles.
Length of single main track, - - - - -	11 1-10 miles.
Length of double main track, - - - - -	None.
Length of branches owned by the company, stating whether they have a single or double track, - - - - -	3000 feet; single track.
Aggregate length of sidings and other tracks, excepting main track and branches, - - - - -	4346 feet.
Weight of rail per yard in main road, - - - - -	58 lbs.
Weight of rail per yard in branch roads, - - - - -	57 lbs.
Specify the different weights per yard, - - - - -	
Maximum grade, with its length in main road, - - - - -	29 feet in 3000.
Maximum grade, with its length in branch roads, - - - - -	35 feet per mile; 400 feet.
Total rise and fall in main road, - - - - -	123 feet.
Total rise and fall in branch roads, - - - - -	9 feet descent.
Shortest radius of curvature, with length of curve in main road, - - - - -	800 feet in 1000.
Shortest radius of curvature, with length of curve in branch roads, - - - - -	250°; 300 feet.
Total degrees of curvature in main road, - - - - -	70°.
Total degrees of curvature in branch roads, - - - - -	Line follows centre of high-
Total length of straight line in main road, - - - - -	11 miles. [way.
Total length of straight line in branches, - - - - -	2200 feet.
Aggregate length of wooden truss bridges, - - - - -	None.
Aggregate length of all other wooden bridges, - - - - -	None.
Aggregate length of iron bridges, - - - - -	None.
Whole length of road unfenced on both sides, - - - - -	3000 feet, at points where the corporation, by agreement with the proprietors, are not liable for the fence.
Number of public ways crossed at grade, -- - - -	19
Number of railroads crossed at grade, - - - - -	None.
Remarks, - - - - -	
Way stations for express trains, - - - - -	No express train.
Way stations for accommodation trains, - - - - -	Three.
Flag stations, - - - - -	None.

Whole number of way stations, - - -	Three.
Whole number of flag stations, - - -	None.
DOINGS DURING THE YEAR.	
Miles run by passenger trains, - - -	-
[On T. B. Railroad, with Co. engines, 21,160	} 57,320
[On B. and P. Railroad, with their engines, 36,160	
Miles run by freight trains, - - -	-
[On T. B. Railroad, with Co. engines, 6,908	} 21,932
[On B and P. Railroad, with their engines, 15,024	
Miles run by other trains, - - -	352
Total miles run, - - -	79,604
Number of passengers carried in the cars, - - -	100,287
Number of passengers carried one mile, - - -	1,068,091
Number of tons of merchandise carried in the cars, -	36,546 tons, 161 lbs.
Number of tons of merchandise carried one mile, -	365,763 tons, 1412 lbs.
Number of passengers carried one mile, to and from other roads, - - -	1,015,707
Number of tons carried one mile, to and from other roads, - - -	344,745 tons, 1371 lbs.
Rate of speed adopted for express passenger trains, including stops, - - -	No express train.
Average rate of speed actually attained by express passenger trains, including stops and detentions, -	do do
Rate of speed adopted for accommodation trains, -	2 minutes per mile.
Rate of speed actually attained by accommodation trains, including stops and detentions, -	do do
Average rate of speed actually attained by special trains, including stops and detentions, -	11 miles in 14 minutes.
Average rate of speed adopted for freight trains, including stops and detentions, - - -	4 minutes per mile.
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, - - -	824,212
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, - - -	903,465
EXPENDITURES FOR WORKING THE ROAD.	
For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, - - -	\$3,345 45
For repairs of wooden bridges, - - -	-
For renewals of iron, including laying down, - - -	1,289 26
For wages of switchmen, average per month, \$24 07,	} \$288 81
For wages of gate-keepers, average per month, \$	
For wages of signal-men, average per month, \$	
For wages of watchmen, average per month, \$34 03,	
Number of men employed exclusive of those engaged in construction, - - -	408 37 } Total,
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) -	75
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - - -	172 75
	677 81
Total for maintenance of way, - - -	6,182 45
MOTIVE POWER AND CARS.	
For repairs of locomotives, - - -	1,165 68
For new locomotives, to cover depreciation, - - -	1,734 92
For repairs of passenger cars, - - -	1,319 88
For new passenger cars, to cover depreciation, - - -	-
For repairs of merchandise cars, - - -	1,050 62

For new merchandise cars, to cover depreciation,	-	\$2,784 66	
For repairs of gravel and other cars,	-		
Total for maintenance of motive power and cars,	-		\$8,055 76
Number of engines,	- - - -	Four.	
Number of passenger cars,	- - - -	Fourteen.	
Number of baggage cars,	- - - -	Five.	
Number of merchandise cars,	- - - -	Eighty-one.	
Number of gravel cars,	- - - -	Six.	
MISCELLANEOUS.			
For fuel used by engines during the year, viz.,	-		
Wood,	- - - -	5,640 04	
Coal,	- - - -		
For oil used by cars and engines,	- - - -	815 83	
For waste and other material for cleaning,	- - - -	113 32	
For salaries, wages and incidental expenses, chargeable to passenger department,	- - - -	3,662 23	
For salaries, wages and incidental expenses, chargeable to freight department,	- - - -	4,913 44	
For gratuities and damages,	- - - -	157 04	
For taxes and insurance,	- - - -	152 24	
For ferries,	- - - -		
For repairs of station buildings, aqueducts, fixtures, furniture,	- - - -	415 25	
For interest,	- - - -	65 11	
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, [Boston and Providence Railroad Co.]	- - - -	47,606 35	
For amount paid, specifying each company, [New Bedford and Taunton, per agreement,]	- - - -	5,391 01	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	- - - -	1,874 18	
Total miscellaneous,	- - - -		70,806 04
Total expenditures for working the road,	- - - -		85,044 25
INCOME DURING THE YEAR.			
<i>For passengers :—</i>			
1. On main road, including branches owned by company,	- - - -	1,456 79	
2. To and from other roads, specifying what,	- - - -		
[New Bedford and Taunton, \$29,360 71,			
[Boston and Providence, 31,965 01			61,325 72
<i>For freight :—</i>			
1. On main road and branches owned by company,	- - - -	1,045 56	
2. To and from other connecting roads,	- - - -	41,802 66	
U. S. mails,	- - - -	1,113 96	
[Miscellaneous receipts,	- - - -	1,653 54	
Total income,	- - - -		108,398 23
Net earnings, after deducting expenses,	- - - -		22,049 51
DIVIDENDS.			
per cent. Total,	- - - -		20,000 00
Surplus not divided,	- - - -	2,049 54	
Surplus last year,	- - - -	28,035 01	
Total surplus,	- - - -		30,084 55

ESTIMATED DEPRECIATION BEYOND THE RENEW-						
ALS, VIZ.:						
Road and bridges,	-	-	-	-	-	Nothing.
Buildings,	-	-	-	-	-	do
Engines and cars,	-	-	-	-	-	do

No accidents have occurred the past year.

The cars and engines, together with the machine shop, car and engine houses at Taunton, are owned by this corporation, in common with the New Bedford and Taunton Railroad Corporation, in the proportion of the length of their respective roads; and the two Railroads are operated at the joint expense in the same proportion.

WM. A. CROCKER,
THOMAS B. WALES,
JNO. F. LORING,
SAMUEL QUINCY,
SAM. FROTHINGHAM,

Directors.

SUFFOLK, ss. *Boston, January 7, 1850.* Then personally appeared the above named William A. Crocker, Thomas B. Wales, Samuel Frothingham, John F. Loring, Samuel Quincy, and made oath that the foregoing report, by them subscribed, is true, according to the best of their knowledge and belief. Before me,

E. PICKERING, *Justice of the Peace.*

SIXTH ANNUAL REPORT

OF THE

VERMONT AND MASSACHUSETTS RAILROAD
COMPANY.

*Return of the Vermont and Massachusetts Railroad, under the Act of May 1, 1849,
chap. 191.*

Capital stock, [including the Greenfield Branch, and the Vermont portion,]	-	-	-	\$3,200,000 00	
Increase of capital since last report,	-	-	-	None.	
Capital paid in per last report,	-	-	-	1,995,255 27	
Capital paid in since last report,	-	-	-	242,199 67	
Total amount of capital stock paid in,	-	-	-		\$2,237,454 94
Funded debt, per last report,	-	-	-	312,300 00	
Funded debt paid since last report,	-	-	-	None.	
Funded debt, increase of, since last report,	-	-	-	562,735 00	
Total present amount of funded debt,	-	-	-		875,035 00
Floating debt, per last report,	-	-	-	244,831 15	
Floating debt paid since last report,	-	-	-	186,508 46	
Floating debt, increase of, since last report,	-	-	-	None.	
Total present amount of floating debt,	-	-	-		58,322 69
Total present amount of funded and floating debt,	-	-	-		933,357 69
Average rate of interest per annum paid during the year,	-	-	-		12 per cent.
Maximum amount of debt for each month during the year, viz.: 1st January, \$192,213 75; 1st February, \$211,868 10; 1st March, \$197,046 99; 1st April, \$280,126 55; 1st May, \$306,290 75; 1st June, \$336,626 53; 1st July, \$359,746 32; 1st August, \$286,242 96; 1st September, \$225,997 40; 1st October, \$221,084 39; 1st November, \$135,040 89; 1st December, \$69,569 87. [Above not including funded debt.]					
COST OF ROAD AND EQUIPMENT.					
For graduation and masonry, per last report,	-	-	-	1,258,446 54	
For graduation and masonry paid during the past year,	-	-	-	142,695 69	
Total amount expended for graduation and masonry,	-	-	-		1,401,142 23
For wooden bridges, per last report,	-	-	-	172,964 46	
For wooden bridges paid during the past year,	-	-	-	22,582 26	
Total amount expended for wooden bridges,	-	-	-		195,546 72
Total amount expended for iron bridges, (if any,)	-	-	-	None.	
For superstructure, including iron, per last report,	-	-	-	476,096 66	
For superstructure, including iron, paid during the past year,	-	-	-	135,122 14	
Total amount expended for superstructure, including iron,	-	-	-		611,218 80

For stations, buildings and fixtures, per last report, -	\$58,294 31	
For stations, buildings and fixtures, paid during the past year, - - - - -	45,064 41	
Total amount expended for stations, buildings and fixtures, - - - - -		\$103,358 72
For land, land-damages and fences, per last report, -	101,471 21	
For land, land-damages and fences, paid during the past year, - - - - -	49,169 30	
Total amount expended for land, land-damages and fences, - - - - -		150,640 51
For locomotives, per last report, - - - - -	15,170 00	
For locomotives, paid during the past year, - - - - -	83,018 62	
Total amount expended for locomotives, - - - - -		98,188 62
For passenger and baggage cars, per last report, -	None.	
For passenger and baggage cars, paid during the past year, - - - - -	19,300 00	
Total amount expended for passenger and baggage cars, - - - - -		19,300 00
For merchandise cars, per last report, - - - - -	15,853 06	
For merchandise cars, paid during the past year, - - - - -	70,202 59	
Total amount expended for merchandise cars, - - - - -		86,055 65
For engineering, per last report, [included in "Engineering and other Expenses,"] - - - - -	49,472 88	
For engineering paid during the past year, - - - - -	7,399 16	
Total amount expended for engineering, - - - - -		56,872 04
For agencies and other expenses, per last report, [included in "Engineering and other Expenses,"] - - - - -	48,987 78	
For agencies and other expenses, paid during the past year, - - - - -	7,210 73	
Total amount expended for agencies and other expenses, - - - - -		56,198 51
Total cost of road and equipment, [including divds. of int., &c.,] - - - - -		3,078,349 88
[Charged to Greenfield Branch, in addition to above,		81,951 14

CHARACTERISTICS OF ROAD.

Length of road, - - - { [In this State,] -	58 $\frac{1}{2}$ miles, }	69 miles.
- - - { [In Vermont,] -	10 $\frac{1}{4}$ do }	
Length of single main track, { [In this State,] -	58 $\frac{1}{2}$ do }	69 do
- - - { [In Vermont,] -	10 $\frac{1}{4}$ do }	
Length of double main track, - - - - -	None.	
Length of branches owned by the company, stating whether they have a single or double track, - - - - -	{ 8 miles, (unfinished,) }	{ single track, 5 miles.
Aggregate length of sidings and other tracks, excepting main track and branches, - - - - -	5 3-10 miles.	
Weight of rail per yard in main road, - - - - -	56 lbs.	
Weight of rail per yard in branch roads, - - - - -	56 lbs.	
Specify the different weights per yard, - - - - -		[straight line.
Maximum grade, with its length in main road, - - - - -	58 feet for 1 6-10 miles, on	[fall, 990 ft.
Maximum grade, with its length in branch roads, - - - - -	Unfinished.	
Total rise and fall in main road, - - - - -	Total rise, 808 feet; total	
Total rise and fall in branch roads, - - - - -	Unfinished.	
Shortest radius of curvature, with length of curve in main road, - - - - -	1000 feet for 1,900 feet, except at the triangle at Grout's, where it is 924 feet for 1,200 feet.	
Shortest radius of curvature, with length of curve in branch roads, - - - - -	Unfinished.	
Total degrees of curvature in main road, - - - - -	3,314 degrees.	
Total degrees of curvature in branch roads, - - - - -	Unfinished.	

Total length of straight line in main road, -	-	27 $\frac{3}{4}$ miles.
Total length of straight line in branches, -	-	Unfinished.
Aggregate length of wooden truss bridges, -	-	5,870 feet.
Aggregate length of all other wooden bridges, -	-	None other.
Aggregate length of iron bridges, -	-	None.
Whole length of road unfenced on both sides, -	-	None, except on Branch.
Number of public ways crossed at grade, -	-	Fifty-nine.
Number of railroads crossed at grade, -	-	None.
Remarks, - - - - -	-	
Way stations for express trains, -	-	None.
Way stations for accommodation trains, -	-	Fourteen.
Flag stations, - - - - -	-	Two.
Whole number of way stations, -	-	Fourteen.
Whole number of flag stations, -	-	Two.

DOINGS DURING THE YEAR.

Miles run by passenger trains, -	-	95,694	
Miles run by freight trains, -	-	50,094	
Miles run by other trains, -	-	25,832	
Total miles run, -	-		171,620
Number of passengers carried in the cars, -	-	146,306	
Number of passengers carried one mile, -	-	2,538,087	
Number of tons of merchandise carried in the cars, -	-	81,266	252-1000
Number of tons of merchandise carried one mile, -	-	1,475,678	180-1000
Number of passengers carried one mile, to and from other roads, -	-	1,539,090	
Number of tons carried one mile, to and from other roads, -	-	1,381,820	933-1000
Rate of speed adopted for express passenger trains, including stops, -	-	} No such trains.	
Average rate of speed actually attained by express passenger trains, including stops and detentions, -	-		
Rate of speed adopted for accommodation trains, -	-	20 miles per hour.	
Rate of speed actually attained by accommodation trains, including stops and detentions, -	-	25 do do	
Average rate of speed actually attained by special trains, including stops and detentions, -	-		
Average rate of speed adopted for freight trains, including stops and detentions, -	-	10 do do	
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, -	-	1,794,262	
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, -	-	1,753,290	

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, -	-	\$10,616 82	
For repairs of wooden bridges, -	-	830 38	
For renewals of iron, including laying down, -	-	None.	
For wages of switchmen, average per month, \$30, -	-	} Total, 2,896 34	
For wages of gate-keepers, average per month, \$ -	-		
For wages of signal-men, average per month, \$ -	-		
For wages of watchmen, average per month, \$26, -	-		
Number of men employed, exclusive of those engaged in construction, -	-	175	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) -	-	103 47	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, -	-	457 78	
Total for maintenance of way, -	-		\$14,904 79

MOTIVE POWER AND CARS.			
For repairs of locomotives, - - -		\$2,561	72
For new locomotives, to cover depreciation, - -		None.	
For repairs of passenger cars, - - -		1,431	66
For new passenger cars, to cover depreciation, -		None.	
For repairs of merchandise cars, - - -		1,529	47
For new merchandise cars, to cover depreciation, -		None.	
For repairs of gravel and other cars, - - -		252	12
Total for maintenance of motive power and cars, -			\$5,774 97
Number of engines, - - -		Twelve.	
Number of passenger cars, - - -		Eight.	
Number of baggage cars, - - -		Four.	
Number of merchandise cars, - - -		One hundred and thirty.	
Number of gravel cars, - - -		Thirty-five.	
MISCELLANEOUS.			
For fuel used by engines during the year, viz. :			
Wood, - - -		\$15,611	46
Coal, - - -		None.	
For oil used by cars and engines, - - -		4,066	67
For waste and other material for cleaning, - -		220	30
For salaries, wages and incidental expenses, chargeable to passenger department, - - -		10,536	78
For salaries, wages and incidental expenses, chargeable to freight department, - - -		13,514	33
For gratuities and damages, - - -		274	36
For taxes and insurance, - - -		298	71
For ferries, - - -		None.	
For repairs of station buildings, aqueducts, fixtures, furniture, - - -		1,090	97
For interest, [paid on bonds and floating debt,] -		35,905	04
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, [Fitchburg Railroad, - - -		17,766	29
[Cheshire, - - -		830	40
[Worcester and Nashua, - - -		305	17
[Connecticut River Railroad, - - -		6,708	06
For amount paid other companies, as rent for use of their roads, specifying each company, - - -		None.	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - -		13,209	04
Total miscellaneous, - - -			94,727 66
Total expenditures for working the road, [including interest,] - - -			115,407 42
INCOME DURING THE YEAR.			
<i>For passengers:—</i>			
1. On main road, including branches owned by company, - - -		61,044	79
2. To and from other roads, specifying what, -			
[Fitchburg Railroad, - - -		6,304	79
[Cheshire Railroad, - - -		4,115	25
<i>For freight:—</i>			
1. On main road and branches owned by company, -		80,944	73
2. To and from other connecting roads, - - -			
[Cheshire Railroad, - - -		11,789	24
U. S. mails, - - -		1,593	23
Rents, - - -		904	30

Total income, [deducting amounts paid other roads,]						\$145,117 69
Net earnings, after deducting expenses, [and interest, (\$35,905 04,)]	-	-	-	-		29,710 27
DIVIDENDS.						
per cent. Total,	-	-	-	-	} None.	
Surplus not divided,	-	-	-	-		
Surplus last year,	-	-	-	-		
Total surplus,	-	-	-	-		
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:						
Road and bridges,	-	-	-	-		Road being new, no estimate
Buildings,	-	-	-	-		of depreciation has been
Engines and cars,	-	-	-	-		made.

The within report is respectfully submitted, by

THOMAS WHITTEMORE,
JABEZ C. HOWE,
LYMAN NICHOLS,
COLUMBUS TYLER,
: *Directors.*

January 30, 1850.

MASSACHUSETTS, SUFFOLK, ss. *January 30, 1850.* Then the said Thomas Whittemore, Jabez C. Howe, Lyman Nichols, and Columbus Tyler, personally appeared, and severally made oath that the above return, by them subscribed, is true, according to their best knowledge and belief. Before me,

STEPHEN FAIRBANKS, *Justice of the Peace.*

REPORT OF ACCIDENTS.

The Directors of the Vermont and Massachusetts Railroad, regret that they are obliged to report the following serious accidents on their road, the past year:—

August 8. A man, by the name of Rich, was killed on the road, in the following manner: He was walking on the track, just above the depot in Fitchburg, near Sheldon's crossing. It was about eight o'clock in the evening. The last train was proceeding up the road, when the engine struck him, and he was instantly killed. It was dark, and nothing could be seen beyond the rays of the lantern.

Edward Safford, a boy twelve years of age, was killed in Fitchburg, in the following manner: Several gravel cars were standing, out of use,

upon a turnout. A company of boys assembled to play with them, unobserved by any of the officers of the road. They pushed one of the cars up a slight grade, and then rode down upon it. After doing this several times, the boy who has been named, fell off, and was so seriously wounded by the wheels passing over him, that he died in about two hours.

September 3. Edward Shine, employed on the gravel train, was killed in Brattleborough, Vt., in the following manner: He was assisting in changing some freight cars at the Brattleborough station; and, while standing very carelessly on a box car, his head struck the water spout, which threw him off; the cars went over him, and caused instant death. Although this accident transpired out of the limits of Massachusetts, we have thought it best to mention it.

October 3. Cornelius Sullivan, a laborer, employed on the gravel train, was killed in the town of Athol, in the following manner: By his neglect, the car had not been properly secured, after its load was discharged. He was upon it; and while it was under way, with a backward motion, it dumped, and threw him on to the track. The whole train passed over him, causing instant death.

January 30, 1850.

By order of the directors,

THOS. WHITTEMORE, *President.*

COST OF ROAD AND EQUIPMENT.
For graduation and masonry, per last report,

For graduation and masonry paid during the past year,	-	-	-	-	-
Total amount expended for graduation and masonry,	-	-	-	-	-
For wooden bridges, per last report,	-	-	-	-	-
For wooden bridges paid during the past year,	-	-	-	-	-
Total amount expended for wooden bridges,	-	-	-	-	-
Total amount expended for iron bridges, (if any,)	-	-	-	-	-
For superstructure, including iron, per last report,	-	-	-	-	-
For superstructure, including iron, paid during the past year,	-	-	-	-	-
Total amount expended for superstructure, including iron,	-	-	-	-	-
For stations, buildings and fixtures, per last report,	-	-	-	-	-
For stations buildings and fixtures, paid during the past year,	-	-	-	-	-
Total amount expended for stations, buildings and fixtures,	-	-	-	-	-
For land, land-damages and fences, per last report,	-	-	-	-	-
For land, land-damages and fences, paid during the past year,	-	-	-	-	-
Total amount expended for land, land-damages and fences,	-	-	-	-	-
For locomotives, per last report,	-	-	-	-	-
For locomotives, paid during the past year,	-	-	-	-	-
Total amount expended for locomotives,	-	-	-	-	-
For passenger and baggage cars, per last report,	-	-	-	-	-
For passenger and baggage cars, paid during the past year,	-	-	-	-	-
Total amount expended for passenger and baggage cars,	-	-	-	-	-
For merchandise cars, per last report,	-	-	-	-	-
For merchandise cars, paid during the past year,	-	-	-	-	-
Total amount expended for merchandise cars,	-	-	-	-	-
For engineering, per last report,	-	-	-	-	-
For engineering paid during the past year,	-	-	-	-	-
Total amount expended for engineering,	-	-	-	-	-
For agencies and other expenses, per last report,	-	-	-	-	-
For agencies and other expenses, paid during the past year,	-	-	-	-	-
Total amount expended for agencies and other expenses,	-	-	-	-	-
Total cost of road and equipment,	-	-	-	-	-

CHARACTERISTICS OF ROAD.

Length of road,	-	-	-	-	-
Length of single main track,	-	-	-	-	-
Length of double main track,	-	-	-	-	-
Length of branches owned by the company, stating whether they have a single or double track,	-	-	-	-	-
Aggregate length of sidings and other tracks, excepting main track and branches,	-	-	-	-	-
Weight of rail per yard in main road,	-	-	-	-	-
Weight of rail per yard in branch roads,	-	-	-	-	-
Specify the different weights per yard,	-	-	-	-	-
Maximum grade, with its length in main road,	-	-	-	-	-
Maximum grade, with its length in branch roads,	-	-	-	-	-
Total rise and fall in main road,	-	-	-	-	-
Total rise and fall in branch roads,	-	-	-	-	-
Shortest radius of curvature, with length of curve in main road,	-	-	-	-	-

Shortest radius of curvature, with length of curve in branch roads, - - - -	-	-	-	-
Total degrees of curvature in main road, - - - -	-	-	-	-
Total degrees of curvature in branch roads, - - - -	-	-	-	-
Total length of straight line in main road, - - - -	-	-	-	-
Total length of straight line in branches, - - - -	-	-	-	-
Aggregate length of wooden truss bridges, - - - -	-	-	-	-
Aggregate length of all other wooden bridges, - - - -	-	-	-	-
Aggregate length of iron bridges, - - - -	-	-	-	-
Whole length of road unfenced on both sides, - - - -	-	-	-	-
Number of public ways crossed at grade, - - - -	-	-	-	-
Number of railroads crossed at grade, - - - -	-	-	-	-
Remarks, - - - -	-	-	-	-
Way stations for express trains, - - - -	-	-	-	-
Way stations for accommodation trains, - - - -	-	-	-	-
Flag stations, - - - -	-	-	-	-
Whole number of way stations, - - - -	-	-	-	-
Whole number of flag stations, - - - -	-	-	-	-

DOINGS DURING THE YEAR.

Miles run by passenger trains, - - - -	-	-	-	-
Miles run by freight trains, - - - -	-	-	-	-
Miles run by other trains, - - - -	-	-	-	-
Total miles run, - - - -	-	-	-	-
Number of passengers carried in the cars, - - - -	-	-	-	-
Number of passengers carried one mile, - - - -	-	-	-	-
Number of tons of merchandise carried in the cars, - - - -	-	-	-	-
Number of tons of merchandise carried one mile, - - - -	-	-	-	-
Number of passengers carried one mile, to and from other roads, - - - -	-	-	-	-
Number of tons carried one mile, to and from other roads, - - - -	-	-	-	-
Rate of speed adopted for express passenger trains, including stops, - - - -	-	-	-	-
Average rate of speed actually attained by express passenger trains, including stops and detentions, - - - -	-	-	-	-
Rate of speed adopted for accommodation trains, - - - -	-	-	-	-
Rate of speed actually attained by accommodation trains, including stops and detentions, - - - -	-	-	-	-
Average rate of speed actually attained by special trains, including stops and detentions, - - - -	-	-	-	-
Average rate of speed adopted for freight trains, including stops and detentions, - - - -	-	-	-	-
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, - - - -	-	-	-	-
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, - - - -	-	-	-	-

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, - - - -	-	-	-	-
For repairs of wooden bridges, - - - -	-	-	-	-
For renewals of iron, including laying down, - - - -	-	-	-	-
For wages of switchmen, average per month, \$ - - - -	-	-	-	-
For wages of gate-keepers, average per month, \$ - - - -	-	-	-	-
For wages of signal-men, average per month, \$ - - - -	-	-	-	-
For wages of watchmen, average per month, \$ - - - -	-	-	-	-
Number of men employed, exclusive of those engaged in construction, - - - -	-	-	-	-
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) - - - -	-	-	-	-

Total,

For repairs of fences, gates, houses for signal-men,	-	-	-
gate-keepers, switchmen, tool-houses,	-	-	-
Total for maintenance of way,	-	-	-

MOTIVE POWER AND CARS.

For repairs of locomotives,	-	-	-
For new locomotives to cover depreciation,	-	-	-
For repairs of passenger cars,	-	-	-
For new passenger cars, to cover depreciation,	-	-	-
For repairs of merchandise cars,	-	-	-
For new merchandise cars, to cover depreciation,	-	-	-
For repairs of gravel and other cars,	-	-	-
Total for maintenance of motive power and cars,	-	-	-
Number of engines,	-	-	-
Number of passenger cars,	-	-	-
Number of baggage cars,	-	-	-
Number of merchandise cars,	-	-	-
Number of gravel cars,	-	-	-

MISCELLANEOUS.

For fuel used by engines during the year, viz.,	-	-	-
Wood,	-	-	-
Coal,	-	-	-
For oil used by cars and engines,	-	-	-
For waste and other material for cleaning,	-	-	-
For salaries, wages and incidental expenses, charge-	-	-	-
able to passenger department,	-	-	-
For salaries, wages and incidental expenses, charge-	-	-	-
able to freight department,	-	-	-
For gratuities and damages,	-	-	-
For taxes and insurance,	-	-	-
For ferries,	-	-	-
For repairs of station buildings, aqueducts, fixtures,	-	-	-
furniture,	-	-	-
For interest,	-	-	-
For amount paid other companies, in tolls for pas-	-	-	-
sengers, and freight carried on their roads, specify-	-	-	-
ing each company,	-	-	-
For amount paid other companies as rent for use of	-	-	-
their roads, specifying each company,	-	-	-
For salaries of president, treasurer, superintendent,	-	-	-
law expenses, office expenses of the above offices,	-	-	-
and all other expenses not included in any of the	-	-	-
foregoing items,	-	-	-
Total miscellaneous,	-	-	-
Total expenditures for working the road,	-	-	-

INCOME DURING THE YEAR.

For passengers:—

1. On main road, including branches owned by company, - - -
2. To and from other roads, specifying what, - - -

For freight:—

1. On main road and branches owned by company, - - -
2. To and from other connecting roads, - - -

U. S. mails,	-	-	-
Rents,	-	-	-
Total income,	-	-	-
Net earnings, after deducting expenses,	-	-	-

DIVIDENDS.					
per cent.	Total,	-	-	-	-
Surplus not divided,		-	-	-	-
Surplus last year,	-	-	-	-	-
Total surplus,	-	-	-	-	-
ESTIMATED DEPRECIATION BEYOND THE RENEW-					
ALS, VIZ.:					
Road and bridges,	-	-	-	-	-
Buildings, -	-	-	-	-	-
Engines and cars,	-	-	-	-	-

FOURTEENTH ANNUAL REPORT
OF THE
WESTERN RAILROAD CORPORATION.

*Return of the Western Railroad, under the Act of May 1, 1849, chap. 191, for the
year ending November 30, 1849.*

Capital stock, - - - - -	\$6,500,000 00
Increase of capital since last report, - - - - -	
Capital paid in per last report, - - - - -	\$5,150,000 00
Capital paid in since last report, - - - - -	
Total amount of capital stock paid in, - - - - -	5,150,000 00
Funded debt, per last report, - - - - -	5,319,520 00
Funded debt paid since last report, - - - - -	
Funded debt, increase of, since last report, - - - - -	
Total present amount of funded debt, - - - - -	5,319,520 00
Floating debt, per last report, - - - - -	
Floating debt paid since last report, - - - - -	
Floating debt, increase of, since last report, - - - - -	
Total present amount of floating debt, - - - - -	
Total present amount of funded and floating debt, - - - - -	
Average rate of interest per annum paid during the year, - - - - -	About 5½ per cent.
Maximum amount of debt for each month during the year, viz.: <i>Notes payable</i> —January 31st, 1849, \$34,154 24; February 28, \$70,290 19; March 31, \$64,000 00; April 30, \$90,000 00; May 31, \$50,000 00; June 30, \$101,133 34; July 31, \$101,133 34; August 31, \$60,887 00; September 30, \$80,887 00; October 31, \$100,000 00; No- vember 30, \$100,000 00; December 31, \$80,- 000 00.	
[December 1st, 1849, the Treasurer had cash, -	164,082 98
Cash assets, -	278,640 62
	442,723 60
<i>To pay, January 1st, 1850:—</i>	
Dividend Western Railroad, - - - - -	206,000 00
“ Pittsfield and North Adams Railroad, -	13,500 00
Sinking Fund Western Railroad, - - - - -	40,000 00
“ “ Albany Bonds, - - - - -	10,000 00
Interest on Albany Bonds, - - - - -	30,000 00
Notes payable, - - - - -	100,000 00
	399,500 00
Balance in favor, - - - - -	43,223 60
COST OF ROAD AND EQUIPMENT.	
For graduation and masonry, per last report, -	3,453,511 17
For graduation and masonry paid during the past year, - - - - -	7,406 33

Total amount expended for graduation and masonry,		\$3,460,917 50
For wooden bridges, per last report,	\$229,745 89	
For wooden bridges paid during the past year,	2,250 37	
Total amount expended for wooden bridges,		231,996 26
Total amount expended for iron bridges, (if any,) -		
For superstructure, including iron, per last report, -	1,559,141 23	
For superstructure, including iron, paid during the past year, -	1,441 79	
Total amount expended for superstructure, including iron, -		1,560,583 02
For stations, buildings and fixtures, per last report, -	320,456 55	
For stations, buildings and fixtures, paid during the past year, -	17,388 03	
Total amount expended for stations, buildings and fixtures, -		337,844 58
For land, land-damages and fences, per last report, -	293,180 91	
For land, land-damages and fences, during the past year, - [deduct	1,601 51	
Total amount expended for land, land-damages and fences, -		291,579 40
For locomotives, per last report, -	672,739 28	
For locomotives, during the past year, [deduct	310,739 28	
Total amount expended for locomotives, -		362,000 00
For passenger and baggage cars, per last report, -	73,544 55	
For passenger and baggage cars, paid during the past year, -		
Total amount expended for passenger and baggage cars, -		73,544 55
For merchandise cars, per last report, -	532,025 17	
For merchandise cars, during the past year, [deduct	44,981 75	
Total amount expended for merchandise cars, -		487,043 42
For engineering, per last report, -	171,390 63	
For engineering, during the past year, -		
Total amount expended for engineering, -		171,390 63
For agencies and other expenses, per last report, -	669,716 71	
For agencies and other expenses, [deducted from engines and cars,*] -	349,440 70	
Total amount expended for agencies and other expenses, -		1,019,157 41
Total cost of road and equipment, -		7,996,056 77
[Total cost of Albany and W. Stockbridge Railroad,		1,930,895 01

CHARACTERISTICS OF ROAD.

Length of road, -	117 804-1000 miles.
Length of single main track, -	64 50-1000 "
Length of double main track, -	53 754-1000 "
Length of branches owned by the company, stating whether they have a single or double track, -	
Aggregate length of sidings and other tracks, excepting main track and branches, -	6 miles.
Weight of rail per yard in main road, -	56½ lbs. and 70 lbs.
Weight of rail per yard in branch roads, -	
Specify the different weights per yard, -	
Maximum grade, with its length in main road, -	83 feet per mile ; 1½ miles.
Maximum grade, with its length in branch roads, -	

* This amount was taken in 1842, as per report, from the earnings of road for construction purposes, and it is now charged to the proper account, and would belong to the credit of contingent fund, but it has been decided to credit the amount to engines and cars, which leaves the aggregate amount charged to construction the same as before.

Total rise and fall in main road, - - -	2085 feet.
Total rise and fall in branch roads, - - -	
Shortest radius of curvature, with length of curve in main road, - - -	882 feet; 490 ft. in length.
Shortest radius of curvature, with length of curve in branch roads, - - -	
Total degrees of curvature in main road, - - -	6370 feet.
Total degrees of curvature in branch roads, - - -	
Total length of straight line in main road, - - -	62 935-1000 miles.
Total length of straight line in branches, - - -	
Aggregate length of wooden truss bridges, - - -	6092½ feet.
Aggregate length of all other wooden bridges, - - -	
Aggregate length of iron bridges, - - -	
Whole length of road unfenced on both sides, - - -	
Number of public ways crossed at grade, - - -	111
Number of railroads crossed at grade, - - -	1
Remarks, - - -	
Way stations for express trains, - - -	1, West Brookfield.
Way stations for accommodation trains, - - -	24
Flag stations, - - -	
Whole number of way stations, - - -	24
Whole number of flag stations, - - -	

DOINGS DURING THE YEAR.

Miles run by passenger trains, - - -	234,878 miles.
Miles run by freight trains, - - -	460,941 "
Miles run by other trains, - - -	34,672 "
Total miles run, - - -	730,491 miles.
Number of passengers carried in the cars, - - -	435,805
Number of passengers carried one mile, - - -	21,006,521
Number of tons of merchandise carried in the cars, - - -	273,608
Number of tons of merchandise carried one mile, - - -	25,317,146
Number of passengers carried one mile, to and from other roads, - - -	9,833,998
Number of tons carried one mile, to and from other roads, - - -	2,010,241
Rate of speed adopted for express passenger trains including stops, - - -	35 miles per hour.
Average rate of speed actually attained by express passenger trains, including stops and detentions, - - -	37 do do
Rate of speed adopted for accommodation trains, - - -	28 do do
Rate of speed actually attained by accommodation trains, including stops and detentions, - - -	22 do do
Average rate of speed actually attained by special trains, including stops and detentions, - - -	[Spring. & Worcester. [Albany.
Average rate of speed adopted for freight trains, including stops and detentions, - - -	15 do do
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, - - -	19,750,000
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, - - -	48,250,000

EXPENDITURES FOR WORKING THE ROAD.

[For repairs of Albany and W. Stockbridge Railroad,	\$18,183 89
For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, - - -	52,255 49
For repairs of wooden bridges, - - -	6,593 51
For renewals of iron, including laying down, - - -	48,537 64

For wages of switchmen, average per month, \$26 00	Total,	Totals included in salaries, wages, &c., below.
For wages of gate-keepers, average per month, \$		
For wages of signal-men, average per month, \$		
For wages of watchmen, average per month, \$30 00		
Number of men employed, exclusive of those engaged in construction, - - -	141	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) - - -	\$2,730 02	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - - -		
Total for maintenance of way, - - -		\$128,300 55
MOTIVE POWER AND CARS.		
For repairs of locomotives, - - -	47,554 60	
For new locomotives, to cover depreciation, - - -		
For repairs of passenger cars, - - -	13,991 38	
For new passenger cars, to cover depreciation, - - -	2,200 00	
For repairs of merchandise cars, - - -	41,806 75	
For new merchandise cars, to cover depreciation, - - -		
For repairs of gravel and other cars, - - -		
Total for maintenance of motive power and cars, - - -		105,552 73
Number of engines, - - -	65	
Number of passenger cars, - - -	39	
Number of baggage cars, - - -	15	
Number of merchandise cars, - - -	856	
Number of gravel cars, - - -	50	
MISCELLANEOUS.		
For fuel used by engines during the year, viz.:	114,285 25	
Wood, - - - \$111,169 12		
Coal, - - - 3,116 13		
For oil used by cars and engines, - - -	19,021 94	
For waste and other material for cleaning, - - -	1,734 67	
For salaries, wages and incidental expenses, chargeable to passenger department, - - -	159,301 40	
For salaries, wages and incidental expenses, chargeable to freight department, - - -		
For gratuities and damages, - - -	8,040 80	
For taxes and insurance, - - -	7,015 27	
For ferries, - - -	4,308 03	
For repairs of station buildings, aqueducts, fixtures, furniture, - - -	14,405 59	
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, - - -		
For amount paid other companies as rent for use of their roads, specifying each company, - - -		
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - -	26,356 35	
Total miscellaneous, - - -		354,469 30
Total expenditures for working the road, - - -		588,322 58

INCOME DURING THE YEAR.*For passengers :—*

- | | |
|---|--------------|
| 1. On main road, including branches owned by company, - - - | } 561,575 25 |
| 2. To and from other roads, specifying what, - - - | |

For freight :—

1. On main road and branches owned by company,	\$254,423 41
2. To and from other connecting roads, - -	490,970 40
U. S. mails, - - - -	20,186 00
Rents, [&c.] - - - -	16,655 51
Total income, - - - -	\$1,343,810 57
Net earnings, after deducting expenses, - -	755,487 99

DIVIDENDS.

8 per cent. Total, - - - -	412,000 00
[Interest, - - - -	282,339 26
Surplus not divided, - - - -	57,721 21
Surplus last year, - - - -	233,134 18
Total surplus, - - - -	290,855 39

ESTIMATED DEPRECIATION BEYOND THE RENEW-
ALS, VIZ.:

Road and bridges, - - - -	52,000 00
Buildings, - - - -	
Engines and cars, - - - -	

ADDISON GILMORE,
JOSIAH STICKNEY,
JAMES M. WILLIAMS,
ROB. CAMPBELL,
JNO. BRANNING,
A. H. BULLOCK,
H. B. GROVES,

Directors.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. *January 18, 1850.* Sworn to, before me,

ELLIS GRAY LORING, *Justice of the Peace.*

REPORT OF THE COMMISSIONERS OF THE SINKING FUND OF THE
WESTERN RAILROAD.

To the Honorable, the Legislature of the Commonwealth of Massachusetts :

The Commissioners of the Sinking Fund of the Western Railroad Corporation, in compliance with the directions of the statute of March 13, 1839, respectfully submit the following report of their proceedings for the past year ; also, the amount and condition of the said fund, and of the income of the several parts thereof.

The amount of the fund, on the 31st day of December, 1848, as per Commissioner's Report, to that date, was - - \$473,432 69

There has been received, during the past year :

Interest and dividends,	-	-	\$28,408 31
Western Railroad Corporation, 1 per cent. on 4,000,000,	-	-	40,000 00
			<hr/> 68,408 31
			<hr/> \$541,841 00

INVESTMENTS.

*Cash on hand, in bank, on interest,	-	-	-	\$ 41,565 09
Notes and mortgages,	-	-	-	257,150 00
Boston and Providence Railroad stock, 145 shares,	-	-	-	13,572 50
Worcester Railroad stock, 250 shares,	-	-	-	27,397 67
Lowell Railroad stock, 44 shares,	-	-	-	26,298 75
Old Colony Railroad stock, 100 shares,	-	-	-	10,864 50
Massachusetts st'g. bonds, £30,900,	-	-	-	148,000 49
Pittsfield and North Adams Railroad stock, 174 shares,	-	-	-	16,992 00
				<hr/> \$541,841 00

INTEREST AND DIVIDENDS, ACCRUED TO DATE.

2 month's interest on notes, secured by mortgage,	-	\$2,571 50
\$3 per share, on 145 shares Providence Railroad,	-	435 00
\$3 " " " 250 " Worcester Railroad,	-	750 00
\$20 " " " 44 " Lowell Railroad,	-	880 00
\$3 " " " 174 " Pittsfield & N. Adams Railroad,	522 00	
3 month's interest, accrued on Mass. st'g. 5 per cent. stock,	1,854 00	
		<hr/> \$7,012 50

Investments, - - - - \$541,841 00

Interest and dividends, accrued to date, 7,012 50

Total value, January 1, 1850, - - \$548,853 50

The dividends on the Railroad stocks have been paid since the date of this Report, and the money deposited in bank, on interest.

All which is respectfully submitted,

EBEN. BRADBURY,
STEPHEN FAIRBANKS,
Commissioners.

* \$17,000 of the above has been invested, since the date of this report; \$12,000 in the note of the city of Charlestown, at ten years, 6 per cent.; and \$5,000 in note, secured by collateral.

TWELFTH ANNUAL REPORT

OF THE

WEST STOCKBRIDGE RAILROAD CORPORATION.

Return of the West Stockbridge Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock,	-	-	-	-	-	\$39,600 00
Increase of capital since last report,	-	-	-	-	-	None.
Capital paid in per last report,	-	-	-	-	-	39,600 00
Capital paid in since last report,	-	-	-	-	-	None.
Total amount of capital stock paid in,	-	-	-	-	-	39,600 00
Funded debt, per last report,	-	-	-	-	-	None. The corporation had
Funded debt paid since last report,	-	-	-	-	-	no debt of any kind at time
Funded debt, increase of, since last report,	-	-	-	-	-	of last report, has con-
Total present amount of funded debt,	-	-	-	-	-	tracted none since, and
Floating debt, per last report,	-	-	-	-	-	owes nothing now.
Floating debt paid since last report,	-	-	-	-	-	
Floating debt, increase of, since last report,	-	-	-	-	-	
Total present amount of floating debt,	-	-	-	-	-	
Total present amount of funded and floating debt,	-	-	-	-	-	
Average rate of interest per annum paid during the	-	-	-	-	-	
year,	-	-	-	-	-	
Maximum amount of debt for each month during the	-	-	-	-	-	
year, viz.: January, \$	-	-	-	-	-	
March, \$	-	-	-	-	-	
\$; July, \$	-	-	-	-	-	
\$; October, \$	-	-	-	-	-	
December, \$	-	-	-	-	-	

COST OF ROAD AND EQUIPMENT.

For graduation and masonry, per last report,	-	-	-	-	-
For graduation and masonry paid during the past	-	-	-	-	-
year,	-	-	-	-	-
Total amount expended for graduation and masonry,	-	-	-	-	-
For wooden bridges, per last report,	-	-	-	-	-
For wooden bridges paid during the past year,	-	-	-	-	-
Total amount expended for wooden bridges,	-	-	-	-	-
Total amount expended for iron bridges, (if any,) -	-	-	-	-	-
For superstructure, including iron, per last report, -	-	-	-	-	-
For superstructure, including iron, paid during the	-	-	-	-	-
past year, -	-	-	-	-	-
Total amount expended for superstructure, including	-	-	-	-	-
iron, -	-	-	-	-	-
For stations, buildings and fixtures, per last report, -	-	-	-	-	-
For stations, buildings and fixtures, paid during the	-	-	-	-	-
past year, -	-	-	-	-	-
Total amount expended for stations, buildings and	-	-	-	-	-
fixtures, -	-	-	-	-	-
For land, land-damages and fences, per last report, -	-	-	-	-	-

For land, land-damages and fences, paid during the past year, - - - - -	
Total amount expended for land, land-damages and fences, - - - - -	
For locomotives, per last report, - - - - -	Nothing.
For locomotives, paid during the past year, - - - - -	do
Total amount expended for locomotives, - - - - -	do
For passenger and baggage cars, per last report, - - - - -	do
For passenger and baggage cars, paid during the past year, - - - - -	do
Total amount expended for passenger and baggage cars, - - - - -	do
For merchandise cars, per last report, - - - - -	do
For merchandise cars, paid during the past year, - - - - -	do
Total amount expended for merchandise cars, - - - - -	do
For engineering, per last report, - - - - -	
For engineering paid during the past year, - - - - -	
Total amount expended for engineering, - - - - -	
For agencies and other expenses, per last report, - - - - -	
For agencies and other expenses, paid during the past year, - - - - -	
Total amount expended for agencies and other expenses, - - - - -	
Total cost of road and equipment, - - - - -	\$41,516 29

CHARACTERISTICS OF ROAD.

Length of road, - - - - -	2½ miles.
Length of single main track, - - - - -	Same.
Length of double main track, - - - - -	None.
Length of branches owned by the company, stating whether they have a single or double track, - - - - -	None.
Aggregate length of sidings and other tracks, excepting main track and branches, - - - - -	
Weight of rail per yard in main road, - - - - -	53 lbs.
Weight of rail per yard in branch roads, - - - - -	
Specify the different weights per yard, - - - - -	
Maximum grade, with its length in main road, - - - - -	
Maximum grade, with its length in branch roads, - - - - -	
Total rise and fall in main road, - - - - -	
Total rise and fall in branch roads, - - - - -	
Shortest radius of curvature, with length of curve in main road, - - - - -	
Shortest radius of curvature, with length of curve in branch roads, - - - - -	
Total degrees of curvature in main road, - - - - -	
Total degrees of curvature in branch roads, - - - - -	
Total length of straight line in main road, - - - - -	
Total length of straight line in branches, - - - - -	
Aggregate length of wooden truss bridges, - - - - -	
Aggregate length of all other wooden bridges, - - - - -	
Aggregate length of iron bridges, - - - - -	
Whole length of road unfenced on both sides, - - - - -	
Number of public ways crossed at grade, - - - - -	Four.
Number of railroads crossed at grade, - - - - -	None.
Remarks, - - - - -	
Way stations for express trains, - - - - -	None.
Way stations for accommodation trains, - - - - -	None.
Flag stations, - - - - -	None.
Whole number of way stations, - - - - -	None.
Whole number of flag stations, - - - - -	None.

DOINGS DURING THE YEAR.

Miles run by passenger trains,	-	-	-
Miles run by freight trains,	-	-	-
Miles run by other trains,	-	-	-
Total miles run,	-	-	-
Number of passengers carried in the cars,	-	-	-
Number of passengers carried one mile,	-	-	-
Number of tons of merchandise carried in the cars,	-	-	-
Number of tons of merchandise carried one mile,	-	-	-
Number of passengers carried one mile, to and from other roads,	-	-	-
Number of tons carried one mile, to and from other roads,	-	-	-
Rate of speed adopted for express passenger trains, including stops,	-	-	-
Average rate of speed actually attained by express passenger trains, including stops and detentions,	-	-	-
Rate of speed adopted for accommodation trains,	-	-	-
Rate of speed actually attained by accommodation trains, including stops and detentions,	-	-	-
Average rate of speed actually attained by special trains, including stops and detentions,	-	-	-
Average rate of speed adopted for freight trains, including stops and detentions,	-	-	-
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile,	-	-	-
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,	-	-	-

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron,	-	-	} Total,	The road being under a lease, as stated below, and not run by this corporation, they have expended nothing in working the road.
For repairs of wooden bridges,	-	-		
For renewals of iron, including laying down,	-	-		
For wages of switchmen, average per month, \$	-	-		
For wages of gate-keepers, average per mth., \$	-	-		
For wages of signal-men, average per month, \$	-	-	} Total,	
For wages of watchmen, average per month, \$	-	-		
Number of men employed, exclusive of those engaged in construction,	-	-	-	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam power used,)	-	-	-	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	-	-	-	
Total for maintenance of way,	-	-	-	

MOTIVE POWER AND CARS.

For repairs of locomotives,	-	-	-	The corporation have no locomotives, or cars.
For new locomotives, to cover depreciation,	-	-	-	
For repairs of passenger cars,	-	-	-	
For new passenger cars, to cover depreciation,	-	-	-	
For repairs of merchandise cars,	-	-	-	
For new merchandise cars, to cover depreciation,	-	-	-	
For repairs of gravel and other cars,	-	-	-	
Total for maintenance of motive power and cars,	-	-	-	
Number of engines,	-	-	-	
Number of passenger cars,	-	-	-	
Number of baggage cars,	-	-	-	
Number of merchandise cars,	-	-	-	
Number of gravel cars,	-	-	-	

MISCELLANEOUS.	
For fuel used by engines during the year, viz. :	Nothing.
Wood, - - - - -	-
Coal, - - - - -	-
For oil used by cars and engines, - - - - -	do
For waste and other material for cleaning, - - - - -	do
For salaries, wages and incidental expenses, chargeable to passenger department, - - - - -	do
For salaries, wages and incidental expenses, chargeable to freight department, - - - - -	do
For gratuities and damages, - - - - -	do
For taxes and insurance, - - - - -	\$22 50
For ferries, - - - - -	Nothing.
For repairs of station buildings, aqueducts, fixtures, furniture, - - - - -	do
For interest, - - - - -	do
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, - - - - -	do
For amount paid other companies, as rent for use of their roads, specifying each company, - - - - -	do
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - - - -	\$22 90
Total miscellaneous, - - - - -	-
Total expenditures for working the road, - - - - -	-
INCOME DURING THE YEAR.	
<i>For passengers :—</i>	
1. On main road, including branches owned by company, - - - - -	Nothing.
2. To and from other roads, specifying what, - - - - -	-
<i>For freight :—</i>	
1. On main road and branches owned by company, - - - - -	do
2. To and from other connecting roads, - - - - -	-
U. S. Mails, - - - - -	do
Rents, - - - - -	\$1,800 00
Total income, - - - - -	Same.
Net earnings, after deducting expenses, - - - - -	1,754 60
DIVIDENDS.	
5.955 per cent. Total, - - - - -	2,358 00
Surplus not divided, - - - - -	96 38
Surplus last year, - - - - -	40 27
Total surplus, - - - - -	96 38
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ. :	
Road and bridges, - - - - -	-
Buildings, - - - - -	-
Engines and cars, - - - - -	-

The Directors of the West Stockbridge Railroad Corporation present their Twelfth Annual Report, to the Legislature. The directors observe that the return of this corporation, made last year, was, in common with the returns of many other corporations, noticed by the Committee of the Legislature, as greatly defective in many particulars required by law.

The present return will not be found more complete. The directors gave, in their return for 1846, (Senate Document, 1847, No. 30,) reasons why they could not more particularly comply with the provisions of the law, in their returns. They desire, now, to state those reasons anew.

The road constructed by this corporation, is less than three miles in length, extending from the village of West Stockbridge to the line of the state of New York, and forming a connecting link between the Berkshire Railroad, which terminates at this village, and the Western and Hudson, and Berkshire Railroads, at the State line.

The road was originally constructed at the same time that the construction of the Hudson and Berkshire Railroad was in progress, in the state of New York; was built under the direction of the officers of the last named company, and in part with their means; and no separate accounts were kept, to our knowledge, except so far as was necessary to show the total cost of the West Stockbridge Railroad.

This corporation has never owned any locomotives or cars, and never operated the road. The road is used under permanent contracts made by us, with the Berkshire Railroad Company and the Hudson and Berkshire Railroad Company, copies of which may be found appended to our Report for 1844. These two corporations pay us for the use of our road, and keep the road, buildings, and fixtures, in repair. The corporation owes nothing, and the amount received for rent, deducting for our necessary expenses, from \$50 to \$100, is divided annually among the stockholders, producing a dividend, varying from four to six per cent., annually. The road, originally constructed with the common flat bar, or what is commonly called a "wooden road," was relaid, in 1846, by the Berkshire Railroad Company, with an H rail, weighing 53 lbs. to the yard, in pursuance of an arrangement made in the contract, before referred to. The cost of this renewal we cannot state. It is not included in the statement of total cost of road.

This statement of our position, we think, will show why we cannot state particulars under the heads of "Cost of Road," &c., "Expenditures for Working the Road," "Motive Power and Cars," "Estimated Depreciation," &c.

There is no way for us to obtain the necessary information, to enable us to state the particulars required under the head of "Characteristics of Road," except by a new survey, such information not being contained in the records, or papers of the corporation.

For the purpose of obtaining the particulars required under the head of "Doings during the Year," we have requested the two companies who use the road, to furnish us with the necessary statements; but they have entirely neglected to comply.

We think that these statements will show the Legislature that we have

complied with the requisitions of the law, so far as it was possible for us to do so ; and we suppose that the deficiency in the returns of a corporation so unimportant, will not be considered a matter of material consequence.

SYLVESTER SPENCER,
ERASTUS CROCKER,
SEDGWICK S. COLE,
HENRY W. TAFT,
WM. JONES,

Directors.

BERKSHIRE, ss. *January 21, 1850.* Then personally appeared Sylvester Spencer, Erastus Crocker, Henry W. Taft, William Jones, and Sedgwick S. Cole, above named, and made oath that the foregoing report, by them subscribed, is true, according to the best of their knowledge and belief. Before me,

NORMAN SHELDON, *Justice of the Peace.*

FIFTH ANNUAL REPORT

OF THE

WORCESTER AND NASHUA RAILROAD
COMPANY.*To the Honorable Legislature of the Commonwealth of Massachusetts :**Return of the Worcester and Nashua Railroad, under the Act of May 1, 1849,
chap. 191.*

Capital stock, [allowed by charter,] -	-	-	\$1,800,000 00
Increase of capital since last report, -	-	-	
Capital paid in per last report, -	-	-	934,499 47
Capital paid in since last report, -	-	-	197,973 45
Total amount of capital stock paid in, -	-	-	\$1,132,472 92
Funded debt per last report, -	-	-	156,000 00
Funded debt paid since last report, -	-	-	11,000 00
Funded debt, increase of, since last report, -	-	-	106,500 00
Total present amount of funded debt, -	-	-	262,500 00
Floating debt, per last report, -	-	-	216,211 97
Floating debt paid since last report, -	-	-	216,181 92
Floating debt, increase of, since last report, -	-	-	
Total present amount of floating debt, -	-	-	67,564 54
Total present amount of funded and floating debt, -	-	-	330,064 54
Average rate of interest per annum paid during the year, -	-	-	
Maximum amount of debt for each month during the year, viz.: January, \$362,607 16; February, \$359,922 64; March, \$383,961 11; April, \$349,439 96; May, \$328,184 52; June, \$322,326 07; July, \$319,496 44; August, \$319,554 49; September, \$327,033 61; October, \$326,863 32; November, \$330,064 54; December, \$			
COST OF ROAD AND EQUIPMENT.			
For graduation and masonry, per last report, -	-	-	402,845 79
For graduation and masonry paid during the past year, -	-	-	46,986 22
Total amount expended for graduation and masonry, -	-	-	449,832 01
For wooden bridges, per last report, -	-	-	7,324 06
For wooden bridges paid during the past year, -	-	-	5,011 29
Total amount expended for wooden bridges, -	-	-	12,335 35
Total amount expended for iron bridges, (if any,) -	-	-	
For superstructure, including iron, per last report, -	-	-	291,620 85
For superstructure, including iron, paid during the past year, -	-	-	129,255 44
Total amount expended for superstructure, including iron, -	-	-	420,876 29

For stations, buildings and fixtures, per last report, -	\$21,513 31	
For stations, buildings and fixtures, paid during the past year, - - - - -	33,193 90	
Total amount expended for stations, buildings and fixtures, - - - - -		\$54,707 21
For land, land-damages and fences, per last report, -	140,766 43	
For land, land-damages and fences, paid during the past year, - - - - -	44,959 43	
Total amount expended for land, land-damages and fences, - - - - -		185,725 86
For locomotives, per last report, - - - - -	32,601 25	
For locomotives, paid during the past year, - - - - -	17,607 48	
Total amount expended for locomotives, - - - - -		50,208 73
For passenger and baggage cars, per last report, -	6,549 85	
For passenger and baggage cars, paid during the past year, - - - - -	11,046 15	
Total amt expended for passenger and baggage cars, -		17,596 00
For merchandise cars, per last report, - - - - -	34,205 74	
For merchandise cars, paid during the past year, - -	14,197 24	
Total amount expended for merchandise cars, - - - -		48,402 98
For engineering, [and other expenses,] per last report, - - - - -	73,110 50	
For engineering [and other expenses, paid during past 10½ months,] - - - - -	48,732 14	
Total amount expended for engineering, [and other expenses,] - - - - -		121,842 64
For agencies and other expenses, per last report, -		
For agencies and other expenses, paid during the past year, - - - - -		
Total amount expended for agencies and other expenses, - - - - -		
Total cost of road and equipment, - - - - -		1,361,527 07

CHARACTERISTICS OF ROAD.

Length of road, - - - - -	45 69-100 miles.
Length of single main track, - - - - -	45 69-100 miles.
Length of double main track, - - - - -	
Length of branches owned by the company, stating whether they have a single or double track, -	
Aggregate length of sidings and other tracks, excepting main track and branches, - - - - -	3 95-100 miles.
Weight of rail per yard in main road, - - - - -	57½ lbs.
Weight of rail per yard in branch roads, - - - - -	
Specify the different weights per yard, - - - - -	
Maximum grade, with its length in main road, -	48 48-1000 feet for 3 44-100 miles, except terminus at Worcester, 52 8-10 feet, for 800 feet, and at Nashua, 49 632-1000 ft. for 3,100 ft.
Maximum grade, with its length in branch roads, -	
Total rise and fall in main road, - - - - -	1,151 31-100 feet.
Total rise and fall in branch roads, - - - - -	
Shortest radius of curvature, with length of curve in main road, - - - - -	1146 feet for 86-100 mile, with exception of curve at Groton Centre, and terminus at Worcester.
Shortest radius of curvature, with length of curve in branch roads, - - - - -	
Total degrees of curvature in main road, - - - - -	2110° 47'

Total degrees of curvature in branch roads, -	-	
Total length of straight line in main road, -	-	31 miles.
Total length of straight line in branches, -	-	
Aggregate length of wooden truss bridges, -	-	559 feet.
Aggregate length of all other wooden bridges, -	-	335 feet.
Aggregate length of iron bridges, -	-	
Whole length of road unfenced on both sides, -	-	
Number of public ways crossed at grade, -	-	Forty-nine.
Number of railroads crossed at grade, -	-	Three.
Remarks, -	-	
Way stations for express trains, -	-	
Way stations for accommodation trains, -	-	
Flag stations, -	-	
Whole number of way stations, -	-	
Whole number of flag stations, -	-	

DOINGS DURING [10½ MONTHS, ENDING NOVEMBER
30, 1849.]

Miles run by passenger trains, -	-	75,702	
Miles run by freight trains, -	-	27,374	
Miles run by other trains, -	-	1,059	
Total miles run, -	-		102,990
Number of passengers carried in the cars, -	-	145,405	
Number of passengers carried one mile, -	-	2,379,810	
Number of tons of merchandise carried in the cars, -	-	28,979	
Number of tons of merchandise carried one mile, -	-	726,596	
Number of passengers carried one mile, to and from other roads, -	-		} No means of ascertaining.
Number of tons carried one mile, to and from other roads, -	-		
Rate of speed adopted for express passenger trains, including stops, -	-		
Average rate of speed actually attained by express passenger trains, including stops and detentions, -	-		
Rate of speed adopted for accommodation trains, -	-	23 miles per hour.	
Rate of speed actually attained by accommodation trains, including stops and detentions, -	-	Speed varies from 23 to 30 miles per hour, including stops, according to the necessity of waiting for trains of various roads, and making connections with trains of other roads.	
Average rate of speed actually attained by special trains, including stops and detentions, -	-		
Average rate of speed adopted for freight trains, including stops and detentions, -	-	10 miles per hour.	
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, -	-	2,136,916	
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, -	-	1,599,192	

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, -	-	\$12,266 21	
For repairs of wooden bridges, -	-	26 17	
For renewals of iron, including laying down, -	-		
For wages of switchmen, average per month, \$	\$		} Total,
For wages of gate-keepers, average per month, \$	\$		
For wages of signal-men, average per month, \$	\$		
For wages of watchmen, average per month, \$	\$	1,226 97	

Number of men employed, exclusive of those engaged in construction, - - -		
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) - - -	\$109 61	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - - -	6 25	
Total for maintenance of way, - - -		\$13,635 21

MOTIVE POWER AND CARS.

For repairs of locomotives, - - -	5,848 54	
For new locomotives, to cover depreciation, - - -		
For repairs of passenger cars, - - -	1,864 28	
For new passenger cars, to cover depreciation, - - -		
For repairs of merchandise cars, - - -	2,645 12	
For new merchandise cars, to cover depreciation, - - -		
For repairs of gravel and other cars, - - -	129 68	
Total for maintenance of motive power and cars, - - -		10,487 62
Number of engines, - - -	Seven.	
Number of passenger cars, - - -	Six.	
Number of baggage cars, - - -	Five.	
Number of merchandise cars, - - -	125, counting 8-wheel cars	
Number of gravel cars, - - -	Twenty. [as 2.	

MISCELLANEOUS.

For fuel [paid for during the past 10½ months.]		
Wood, - - -	30,164 25	
Coal, - - -		
For oil used by cars and engines, - - -	1,614 22	
For waste and other material for cleaning, - - -	151 29	
For salaries, wages and incidental expenses, chargeable to passenger department, - - -	12,321 39	
For salaries, wages and incidental expenses, chargeable to freight department, - - -	8,614 62	
For gratuities and damages, - - -	147 95	
For taxes and insurance, - - -	499 87	
For ferries, - - -		
For repairs of station buildings, aqueducts, fixtures, furniture, - - -	366 79	
For interest, - - -	7,638 94	
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, - - -		
For amount paid other companies as rent for use of their roads, specifying each company, - - -		
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - -	6,003 24	
Total miscellaneous, - - -		67,522 56
Total expenditures for working the road, - - -		91,645 39

INCOME DURING THE [10½ MONTHS, ENDING NOVEMBER 30.]

For passengers:—

1. On main road, including branches owned by company, - - -	70,007 24
2. To and from other roads, specifying what, - - -	

For freight:—

1. On main road and branches owned by company, - - -	34,153 88
2. [Express, - - -	1,550 00

U. S. mails, -	-	-	-	-	-	\$1,176 21	
Rents, -	-	-	-	-	-	1,089 86	
[Miscellaneous, -	-	-	-	-	-	148 45	
Total income, -	-	-	-	-	-		\$108,125 64
Net earnings, after deducting expenses, -	-	-	-	-	-	16,480 25	
[Fuel and other materials, on hand, paid for, -	-	-	-	-	-	18,000 00	
						<hr/> 34,480 25	
[Interest, -	-	-	-	-	-	7,638 94	
						<hr/>	
[Net profits, -	-	-	-	-	-		\$42,119 19
DIVIDENDS.							
per cent. Total,	-	-	-	-	-		
Surplus not divided,	-	-	-	-	-		
Surplus last year, -	-	-	-	-	-		
Total surplus, -	-	-	-	-	-		
ESTIMATED DEPRECIATION BEYOND THE RENEW-							
ALS, VIZ.:							
Road and bridges, -	-	-	-	-	-		
Buildings, -	-	-	-	-	-		
Engines and cars, -	-	-	-	-	-		

The foregoing is the Report of the Directors of the Worcester and Nashua Railroad Company, as required by law, made up to November 30, 1849.

PLINY MERRICK,
STEPHEN SALISBURY,
JACOB FISHER,
H. N. BIGELOW,
NATH. P. SMITH,
THOS. CHASE,
W. A. WHEELER,
A. F. LAWRENCE,
CHARLES JOHNSON.

WORCESTER, SS. *January 16, 1850.* Then personally appeared Pliny Merrick, Stephen Salisbury, Wm. A. Wheeler, Charles Johnson, Jacob Fisher, Horatio N. Bigelow, Nathaniel P. Smith, Asa F. Lawrence, and Thomas Chase, above named, and severally made oath that the foregoing Report, by them subscribed, is true, according to their best knowledge and belief. Before me,

GEO. M. PRENTISS, *Justice of the Peace.*

We, the subscribers, Commissioners of the Worcester and Nashua Railroad Company, appointed by the Governors of the States of Massa-

chusetts and New Hampshire, having examined the foregoing Report, believe it to be correct, and approve of the same.

A. H. BULLOCK,
Commissioner for the State of Massachusetts.

ISRAEL HUNT, JR.,
Commissioner for the State of New Hampshire.

At a meeting of the Commissioners of the Worcester and Nashua Railroad Company, at the office of said company, in Worcester, on the 17th day of January, 1850, for the purpose of investigating the accounts and expenditures made by said company, and for deciding what sums of expenditure, made by said company, are applicable to that part of said road, lying in the State of Massachusetts, and also what part is chargeable to that portion of the road lying in the state of New Hampshire; and, having examined the accounts of said company, we find that the total expenditures for construction, to the 30th day of November, 1849, inclusive, is

-	-	\$1,361,527 07
---	---	----------------

Of this amount, the cost of construction and equipments, we apportion as follows, viz. :—

To Massachusetts,	-	-	\$1,242,366 61
To New Hampshire,	-	-	119,160 46
			\$1,361,527 07

RECEIPTS.

The whole amount of receipts, to November 30, 1849, inclusive, were as follows, viz. :—

For transportation of passengers,	-	\$82,469 73
For transportation of merchandise,	-	38,547 05
For mail service,	-	1,176 21
For rents,	-	1,089 86
For miscellaneous receipts,	-	148 45
For express,	-	1,550 00
		\$124,981 30

Of which amount, we apportion as follows, viz. :—

Massachusetts,	-	\$106,845 47
New Hampshire,	-	18,135 83
		\$124,981 30

Amount of receipts, brought forward, - - - \$124,981 30

EXPENSES.

Maintenance of way, - - -	\$12,601 92
Repairs of locomotives, - - -	5,854 04
Repairs of passenger and baggage cars, - - -	1,871 78
Repairs of merchandise cars, - - -	2,658 52
Repairs of gravel cars, - - -	129 68
Repairs of bridges, - - -	26 17
Repairs of fences, - - -	6 25
Repairs of buildings, &c., - - -	367 79
General expenses, including salaries, - - -	6,160 34
Fuel and oil, - - -	38,436 55
Wages switchmen, watchmen, &c., - - -	1,342 47
Road clearing, - - -	127 61
Taxes and insurance, - - -	589 67
Gratuities and damages, - - -	153 57
Waste, - - -	151 29
Passenger expenses, - - -	12,791 61
Freight expenses, - - -	8,699 56
	<hr/>
	\$91,968 82*
Net income, - - -	<hr/>
	\$33,012 48

Of which amount we apportion as follows, viz. :—

To Massachusetts, - - -	\$78,623 38
To New Hampshire, - - -	13,345 44
	<hr/>
	\$91,968 82

The whole length of the road is 45 69-100 miles.

That part lying in Massachusetts, 39 6-100 miles.

That part lying in New Hampshire, 6 63-100 miles.

Said commissioners also find, on examining the books of said company, said corporation have kept separate accounts of the expenditures in Massachusetts and New Hampshire, respectively, agreeable to the act of said State of Massachusetts, creating the Worcester and Nashua Railroad Company, and the act of the state of New Hampshire, uniting the

* This sum includes fuel on hand, and paid for, amounting to \$18,000.

Nashua and Groton Railroad Corporation with the Worcester and Nashua Railroad Company.

All which is respectfully submitted,

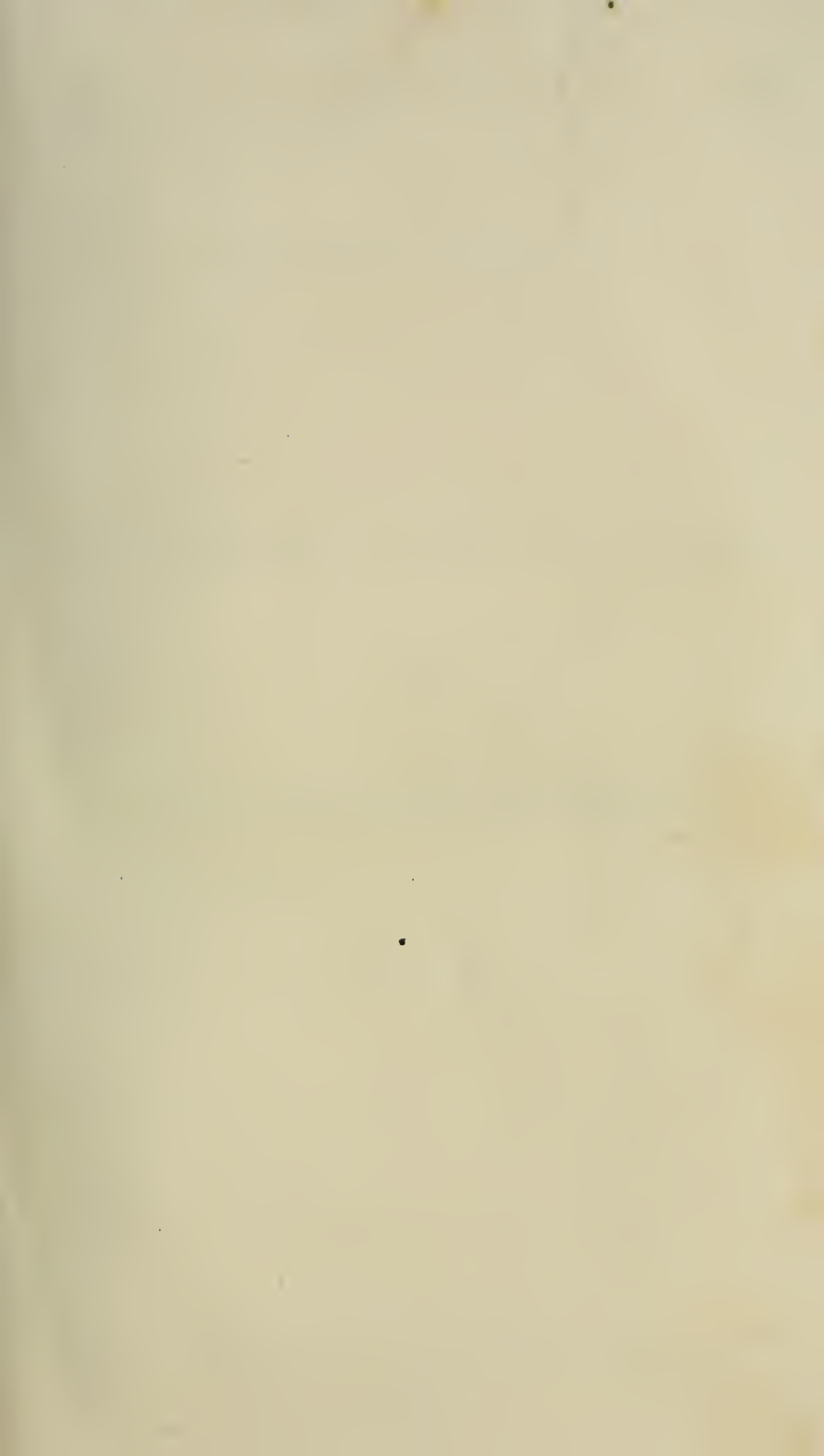
A. H. BULLOCK,
Commissioner for the State of Massachusetts.

ISRAEL HUNT, JR.,
Commissioner for the State of New Hampshire.

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ANNUAL REPORTS

OF THE

RAILROAD CORPORATIONS,

IN THE

COMMONWEALTH OF MASSACHUSETTS,

1850.

BOSTON:
DUTTON AND WENTWORTH, STATE PRINTERS.

No. 37, Congress Street.

1851.

REPUBLICAN PARTY

STATE OF NEW YORK

IN SENATE,

January 1, 1891.

REPORT

OF THE

COMMISSIONERS OF THE LAND OFFICE

IN RESPONSE TO A RESOLUTION PASSED BY THE SENATE, APRIL 1, 1889, AND BY THE ASSEMBLY, MAY 1, 1889, RELATIVE TO THE LANDS BELONGING TO THE STATE.

ALBANY:

J. B. LIPPINCOTT & CO., PRINTERS, 1891.

THE COMMISSIONERS OF THE LAND OFFICE

ALBANY, N. Y.

1891.

ALBANY, N. Y.

1891.

ALBANY, N. Y.

1891.

ALBANY, N. Y.

1891.

ALBANY, N. Y.

Commonwealth of Massachusetts.

IN SENATE, April 3, 1851.

The Joint Committee on Railways and Canals, to whom were referred the various Returns of the several Railroads in this State, ask leave to

R E P O R T .

Returns have been received from forty-nine Railroad Corporations, and the same have been printed by order of the Legislature.

These returns are now required to be made in all the month of January ; but several were not made, this year, until some time after said period. The Committee deemed it important that these returns should be made at an earlier day, so that they might be printed at an earlier period in the session, and thus be of some use to the members while in session,—a purpose which they hardly serve at all, as they are now made. The Committee, therefore, reported a general law, requiring, under penalty of fifty dollars, the returns to be made in December, to the Secretary of State, who is authorized to have them printed at once ; and it is to be hoped said bill will be passed.

All which is respectfully submitted.

For the Committee,

JNO. H. WILKINS.

IN SENATE, April 3, 1851.

Read and accepted. Sent down for concurrence.

C. L. KNAPP, *Clerk*.

HOUSE OF REPRESENTATIVES, April 4, 1851.

Concurred.

LEWIS JOSSELYN, *Clerk*.

THE HISTORY OF THE

REIGN OF KING CHARLES THE FIRST

IN WHICH ARE CONTAINED THE
MOST IMPORTANT AND INTERESTING
PARTS OF HIS REIGN
FROM HIS MARRIAGE TO THE
DEATH OF THE KING
AND THE FALL OF THE PARLIAMENT
AND THE ESTABLISHMENT OF
THE COMMONWEALTH
BY
JOHN BURNET
BISHOP OF SALISBURY
IN TWO VOLUMES
THE FIRST VOLUME
LONDON
PRINTED BY J. STURGEON
IN THE STREET NEXT DOOR TO ST. MARTIN'S CHURCH
1724

RAILROAD CORPORATIONS.

TWELFTH ANNUAL REPORT

OF THE

BERKSHIRE RAILROAD COMPANY.

Return of the Berkshire Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock,	\$600,000 00
Increase of capital since last report,	None.
Capital paid in per last report,	600,000 00
Capital paid in since last report,	None.
Total amount of capital stock paid in,	600,000 00
Funded debt, per last report,	Nothing.
Funded debt paid since last report,	do
Funded debt, increase of, since last report,	do
Total present amount of funded debt,	do
Floating debt, per last report,	do
Floating debt paid since last report,	do
Floating debt, increase of, since last report,	do
Total present amount of floating debt,	do
Total present amount of funded and floating debt,	do
Average rate of interest per annum paid during the year,	do
Maximum amount of debt for each month during the year, viz.:	
January, \$; February, \$;	
March, \$; April, \$; May, \$;	
June, \$; July, \$; August, \$;	
September, \$; October, \$; November, \$;	
December, \$;	

COST OF ROAD AND EQUIPMENT.

For graduation and masonry, per last report,	-	This road being under a lease
For graduation and masonry paid during the past year,	-	to the Housatonic Railroad
Total amount expended for graduation and masonry,	-	Company, and having been
For wooden bridges, per last report,	-	built, and all its expenses
For wooden bridges paid during the past year,	-	paid by a contractor, we
Total amount expended for wooden bridges,	-	have no means of answering
Total amount expended for iron bridges, (if any,)	-	these inquiries, and refer to
For superstructure, including iron, per last report,	-	former Reports. The whole
For superstructure, including iron, paid during the past year,	-	sum paid by this Company,
Total amount expended for superstructure, including iron,	-	for road and fixtures, and all
	-	damages, was \$500,000.

For stations, buildings and fixtures, per last report,		
For stations, buildings and fixtures, paid during the past year,	-	-
Total amount expended for stations, buildings and fixtures,	-	-
For land, land-damages and fences, per last report,		
For land, land-damages and fences, paid during the past year,	-	-
Total amount expended for land, land-damages and fences,	-	-
For locomotives, per last report,	-	\$42,000 00
For locomotives, paid during the past year,	-	Nothing.
Total amount expended for locomotives,	-	42,000 00
For passenger and baggage cars, per last report,	-	7,200 00
For passenger and baggage cars, paid during the past year,	-	Nothing.
Total amount expended for passenger and baggage cars,	-	7,200 00
For merchandise cars, per last report,	-	50,800 00
For merchandise cars, paid during the past year,	-	Nothing.
Total amount expended for merchandise cars,	-	50,800 00
For engineering, per last report,	-	
For engineering, paid during the past year,	-	
Total amount expended for engineering,	-	
For agencies and other expenses, per last report,	-	
For agencies and other expenses, paid during the past year,	-	
Total amount expended for agencies and other expenses,	-	
Total cost of road and equipment,	-	600,000 00
CHARACTERISTICS OF ROAD.		
Length of road,	-	} 21 miles, 11 chains.
Length of single main track,	-	
Length of double main track,	-	None, except turnouts.
Length of branches owned by the Company, stating whether they have a single or double track,	-	None.
Aggregate length of sidings and other tracks, excepting main track and branches,	-	
Weight of rail per yard in main road,	-	56 lbs.
Weight of rail per yard in branch roads,	-	
Specify the different weights per yard,	-	
Maximum grade, with its length in main road,	-	40 feet, 1 mile, 16 chains.
Maximum grade, with its length in branch roads,	-	
Total rise and fall in main road,	-	
Total rise and fall in branch roads,	-	
Shortest radius of curvature, with length of curve in main road,	-	872 to 1090—1 mile, 2 ch.
Shortest radius of curvature, with length of curve in branch roads,	-	
Total degrees of curvature in main road,	-	
Total degrees of curvature in branch roads,	-	
Total length of straight line in main road,	-	
Total length of straight line in branches,	-	
Aggregate length of wooden truss bridges,	-	
Aggregate length of all other wooden bridges,	-	
Aggregate length of iron bridges,	-	
Whole length of road unfenced on both sides,	-	
Number of public ways crossed at grade,	-	Twenty-three.
Number of railroads crossed at grade,	-	None.

Remarks, - - - - -	-	
Way stations for express trains, - - -	-	{ 4 stations. We have no express trains.
Way stations for accommodation trains, - - -	-	
Flag stations, - - - - -	-	Three.
Whole number of way stations, - - - - -	-	Four.
Whole number of flag stations, - - - - -	-	Three.

DOINGS DURING THE YEAR.

Miles run by passenger trains, - - -	-	19,472
Miles run by freight trains, - - - - -	-	20,968
Miles run by other trains, - - - - -	-	1,256
Total miles run, - - - - -	-	41,696
Number of passengers carried in the cars, - - -	-	48,931
Number of passengers carried one mile, - - -	-	714,000
Number of tons of merchandise carried in the cars, - - -	-	16,540 70-100
Number of tons of merchandise carried one mile, - - -	-	272,910 60-100
Number of passengers carried one mile, to and from other roads, - - - - -	-	710,890
Number of tons carried one mile, to and from other roads, - - - - -	-	268,974
Rate of speed adopted for express passenger trains, including stops, - - - - -	-	
Average rate of speed actually attained by express passenger trains, including stops and detentions, - - -	-	25 miles per hour.
Rate of speed adopted for accommodation trains, - - -	-	
Rate of speed actually attained by accommodation trains, including stops and detentions, - - -	-	Same.
Average rate of speed actually attained by special trains, including stops and detentions, - - -	-	
Average rate of speed adopted for freight trains, including stops and detentions, - - - - -	-	12 miles per hour.
Estimated weight in tons, of passenger cars, (not in- cluding passengers,) hauled one mile, - - -	-	269,568
Estimated weight in tons, of merchandise cars, (not including freight,) hauled one mile, - - -	-	272,910

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, - - -	-	No separate account being kept, no return can be made.
For repairs of wooden bridges, - - - - -	-	
For renewals of iron, including laying down, - - -	-	
For wages of switchmen, average per month, \$	-	} Total.
For wages of gate-keepers, average per month, \$	-	
For wages of signal men, average per month, \$	-	
For wages of watchmen, average per month, \$	-	
Number of men employed, exclusive of those en- gaged in construction, - - - - -	-	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) - - -	-	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - - -	-	
Total for maintenance of way, - - - - -	-	

MOTIVE POWER AND CARS.

For repairs of locomotives, - - - - -	-	See above.
For new locomotives, to cover depreciation, - - -	-	
For repairs of passenger cars, - - - - -	-	
For new passenger cars, to cover depreciation, - - -	-	
For repairs of merchandise cars, - - - - -	-	
For new merchandise cars, to cover depreciation, - - -	-	

For repairs of gravel and other cars,	-	-	
Total for maintenance of motive power and cars,	-	-	
Number of engines,	-	-	Six.
Number of passenger cars,	-	-	Four.
Number of baggage cars,	-	-	} 80—8 wheeled.
Number of merchandise cars,	-	-	
Number of gravel cars,	-	-	
MISCELLANEOUS.			
For fuel used by engines during the year, viz. :	-	-	
Wood, -	-	-	
Coal, -	-	-	No separate account being
For oil used by cars and engines,	-	-	kept, no return can be made.
For waste and other material for cleaning,	-	-	
For salaries, wages and incidental expenses, charge-	-	-	
able to passenger department,	-	-	
For salaries, wages and incidental expenses, charge-	-	-	
able to freight department,	-	-	
For gratuities and damages,	-	-	
For taxes and insurance,	-	-	
For ferries, -	-	-	
For repairs of station buildings, aqueducts, fixtures,	-	-	
furniture,	-	-	
For interest,	-	-	
For amount paid other companies, in tolls for pas-	-	-	
sengers, and freight carried on their roads, speci-	-	-	
fying each company,	-	-	
For amount paid other companies, as rent for use of	-	-	
their roads, specifying each company,	-	-	
For salaries of president, treasurer, office expenses	-	-	
of the above offices, and all other expenses, not	-	-	\$560, the whole expense of
included in any of the foregoing items,	-	-	this Company.
Total miscellaneous,	-	-	
Total expenditures for working the road,	-	-	
INCOME DURING THE YEAR.			
For passengers :—			
1. On main road, including branches owned by	-	-	By terms of lease, seven per
company,	-	-	cent. on cost of road and
2. To and from other roads, specifying what,	-	-	equipment.
For freight :—			
1. On main road and branches owned by company,	-	-	
2. To and from other connecting roads,	-	-	
U. S. mails,	-	-	
Rents,	-	-	
Total income,	-	-	\$42,000 00
Net earnings, after deducting expenses,	-	-	Expenses are borne by a fund
	-	-	owned by Company.
DIVIDENDS.			
7 per cent. Total,	-	-	\$42,000,—payable quarterly.
Surplus not divided,	-	-	
Surplus last year,	-	-	
Total surplus,	-	-	None.
ESTIMATED DEPRECIATION BEYOND THE RENEW-			
ALS, VIZ. :			
Road and bridges,	-	-	To be kept in perfect repair
Buildings,	-	-	by lessees.
Engines and cars,	-	-	

C. W. HOPKINS,
CHAS. HUNT,
I. SUMNER,

Directors.

BERKSHIRE, ss. *Sheffield, December 31, 1850.* Then personally appeared, the said Charles W. Hopkins, and Charles Hunt, and made oath that the foregoing report, by them signed, is true, according to their best knowledge and belief.

Before me,

E. F. ENSIGN, *Justice of the Peace.*

BERKSHIRE, ss. *January 7, 1851.* Then personally appeared Increase Sumner, and made oath that the foregoing report, by him signed, is true, according to his best knowledge and belief.

Before me,

CHARLES HUDSON, *Justice of the Peace.*

FOURTH ANNUAL REPORT

OF THE

BOSTON, BARRE AND GARDNER RAILROAD
COMPANY.

To the Honorable the Senate and House of Representatives of the Commonwealth of Massachusetts :—

The Directors of the Boston, Barre, and Gardner Railroad Company, would respectfully report, that during the last year, such has been the pressure on the money market, particularly in this section of the Commonwealth, that it was judged inexpedient to endeavor to obtain a full subscription for the stock, or to take any measures for the prosecution of the work, other than obtaining information at their occasional meetings. As their confidence in the success in the enterprise remains unabated, and the prospects appear now far more favorable, they respectfully hope that they may be allowed further time to complete the work.

JOHN W. LINCOLN,
JOHN BROOKS,
JOHN SMITH,
W. A. WHEELER,
WM. T. MERRIFIELD,
JOAB S. HOLT,
HORATIO N. TOWER,
LEVI HEYWOOD,
HENRY PRENTISS,
SETH CALDWELL.

Worcester, January 17, 1851

WORCESTER, SS. *January 17, 1851.* Then personally appeared, before me, John W. Lincoln, John Brooks, John Smith, W. A. Wheeler, William T. Merrifield, Joab S. Holt, Horatio N. Tower. Levi Heywood, Henry Prentiss, and Seth Caldwell, and made oath, that the foregoing Report, by them subscribed, is true, according to their best knowledge and belief.

CALEB DANA, *Justice of the Peace.*

TWENTIETH ANNUAL REPORT
OF THE
BOSTON & LOWELL RAILROAD CORPORATION.

To the Honorable the Legislature of the Commonwealth of Massachusetts :

The Directors of the Boston and Lowell Railroad Corporation do hereby make the Twentieth Annual Report of their acts and doings, under their act of incorporation, in the within Return, according to the form prescribed by the Legislature.

Return of the Boston and Lowell Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock, - - - - -	\$1,830,000 00
Increase of capital since last report, - - -	
Capital paid in per last report, - - -	\$1,830,000 00
Capital paid in since last report, - - -	
Total amount of capital stock paid in, - - -	1,830,00 00
Funded debt, per last report, - - -	
Funded debt paid since last report, - - -	
Funded debt, increase of, since last report, - - -	
Total present amount of funded debt, - - -	
Floating debt, per last report, including unpaid dividends, - - - - -	52,530 00
Floating debt paid since last report, - - -	12,000 00
Floating debt, increase of, since last report, - - -	
Total present amount of floating debt, including unpaid dividends, - - - - -	40,600 00
Total present amount of funded and floating debt, - - -	
Average rate of interest per annum paid during the year, - - - - -	6 per cent.
Maximum amount of debt for each month during the year, exclusive of unpaid dividends, viz. : January, \$77,000; February, \$72,000; March, \$70,000; April, \$40,000; May, \$40,000; June, \$40,000; July, \$80,000; August, \$80,000; Sept. \$67,000; October, \$62,000; November, \$52,000; December, \$40,000.	
COST OF ROAD AND EQUIPMENT.	
For graduation and masonry, per last report, - - -	383,708 51
For graduation and masonry paid during the past year, - - - - -	
Total amount expended for graduation and masonry, - - -	
For wooden bridges, per last report, - - -	41,507 66
For wooden bridges paid during the past year, - - -	
Total amount expended for wooden bridges, - - -	

Total amount expended for iron bridges, (if any,) -	
For superstructure, including iron, per last report, - - - - -	\$330,615 48
For superstructure, including iron, paid during the past year, - - - - -	
Total amount expended for superstructure, including iron, - - - - -	
For stations, buildings and fixtures, per last report, - - - - -	757,100 26
For stations, buildings and fixtures, paid during the past year, - - - - -	
Total amount expended for stations, buildings and fixtures, - - - - -	
For land, land-damages and fences, per last report, - - - - -	215,665 73
For land, land-damages and fences, paid during the past year, - - - - -	
Total amount expended for land, land-damages and fences, - - - - -	
For locomotives, per last report, - - - - -	84,801 76
For locomotives, paid during the past year, - - - - -	
Total amount expended for locomotives, - - - - -	
For passenger and baggage cars, per last report, - - - - -	34,204 75
For passenger and baggage cars, paid during the past year, - - - - -	
Total amount expended for passenger and baggage cars, - - - - -	
For merchandise cars, per last report, - - - - -	56,338 85
For merchandise cars, paid during the past year, - - - - -	
Total amount expended for merchandise cars, - - - - -	
For engineering, per last report, [including "agencies and other expenses,"—no division being obtainable of their items,] - - - - -	41,703 68
For engineering paid during the past year, - - - - -	
Total amount expended for engineering, - - - - -	
For agencies and other expenses, per last report, - - - - -	
For agencies and other expenses, paid during the past year, - - - - -	
Total amount expended for agencies and other expenses, - - - - -	
Total cost of road and equipment, - - - - -	1,945,646 68

CHARACTERISTICS OF ROAD.

Length of road, - - - - -	25 $\frac{3}{4}$ miles and 59 71-100 ft.
Length of single main track, - - - - -	None.
Length of double main track, - - - - -	25 $\frac{3}{4}$ miles and 59 71-100 ft.
Length of branches owned by the company, stating whether they have a single or double track, - - - - -	{ 1 $\frac{3}{4}$ miles and 585 33-100 feet. Single track.
Aggregate length of sidings and other tracks, excepting main track and branches, - - - - -	11 6-10 miles.
Weight of rail per yard in main road, - - - - -	{ 41 $\frac{1}{2}$ miles, 56 lbs. per yard; 9 $\frac{1}{4}$ miles, 63 lbs.; $\frac{3}{4}$ miles, 60 lbs.
Weight of rail per yard in branch roads, - - - - -	56 lbs. per yard.
Specify the different weights per yard, - - - - -	
Maximum grade, with its length in main road, [except 1500 feet, of 30 feet per mile, grade rising from the depot at Lowell,] - - - - -	[miles. 10 ft. per mile for 6 28-100

Maximum grade, with its length in branch roads, -	54 ft. per mile for 5000 ft.
Total rise and fall in main road, - - -	189 93-100 feet.
Total rise and fall in branch roads, - - -	73 54-100 feet.
Shortest radius of curvature, with length of curve in main road, [except about 900 feet, of 1200 feet radius, at the depot at Lowell,] - - -	2800 ft. R., 1694½ ft. long.
Shortest radius of curvature, with length of curve in branch roads, [except two short curves, of 500 and 900 feet rad. at the Woburn depot,] - - -	1975 ft. R., 662 ft. long.
Total degrees of curvature in main road, -	665° 1' 42".
Total degrees of curvature in branch roads, -	107° 40'.
Total length of straight line in main road, -	18¼ miles, 824 feet.
Total length of straight line in branches, -	1¼ miles, 491 feet.
Aggregate length of wooden truss bridges, {	54 feet.
Aggregate length of all other wooden bridges, { [not including those for common roads over the rail-road.] - - - - -	2455 feet.
Aggregate length of iron bridges, - - -	None.
Whole length of road unfenced on both sides, [exclusive of road crossings, and bridges, and embankments across ponds.] - - -	4343 feet.
Number of public ways crossed at grade, - - -	{ Thirteen,—11 on main road, 2 on branch road.
Number of railroads crossed at grade, - - -	Two.
Remarks, - - - - -	
Way stations for express trains, - - -	None.
Way stations for accommodation trains, - - -	Eight.
Flag stations, - - - - -	Ten.
Whole number of way stations, - - -	{ as above.
Whole number of flag stations, - - -	

DOINGS DURING THE YEAR.

Miles run by passenger trains, - - -	151,714	
Miles run by freight trains, - - -	66,989	
Miles run by other trains, - - -	17,292	
Total miles run, - - - - -		235,995
Number of passengers carried in the cars, - - -	558,993	
Number of passengers carried one mile, - - -		9,706,190
Number of tons of merchandise carried in the cars, - - -	231,874	
Number of tons of merchandise carried one mile, - - -		5,863,416
Number of passengers carried one mile, to and from other roads, - - - - -		2,417,584
Number of tons carried one mile, to and from other roads, - - - - -		3,201,718
Rate of speed adopted for express passenger trains, including stops, - - - - -	33½ miles per hour.	
Average rate of speed actually attained by express passenger trains, including stops and detentions, - - -	31 75-100 miles per hour.	
Rate of speed adopted for accommodation trains, - - -	25 do do	
Rate of speed actually attained by accommodation trains, including stops and detentions, - - -	24 5-10 do do	
Average rate of speed actually attained by special trains, including stops and detentions, - - -	18 7-10 do do	
Average rate of speed adopted for freight trains, including stops and detentions, - - -	12 do do	
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, - - -	5,259,924.38	
Estimated weight in tons of merchandise cars, (not including freight, hauled one mile, - - -	6,223,278.10	

EXPENDITURES FOR WORKING THE ROAD.		
For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, -	\$24,940	54
For repairs of wooden bridges, [including \$12,897 79 for renewing Charles River Bridge above the piles,]	15,215	47
For renewals of iron, including laying down, [including in this and previous returns, new chairs, spikes, and also sleepers on track relayed,] -	8,492	98
For wages of switchmen, average per month, \$32.40,	} Total,	5,870 95
For wages of gate-keepers, average per month, \$28.31,		
For wages of signal-men, average per month, \$28.31,		
For wages of watchmen, average per month, \$30.00, [A part of watchmen's time not employed on switches, is in "miscellaneous."]		
Number of men employed, exclusive of those engaged in construction, [including an average of irregular hands,] - - -	287	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	83	62
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, -	1,424	31
Total for maintenance of way, - - -		\$56,027 87
MOTIVE POWER AND CARS.		
For repairs of locomotives, - - -	25,706	23
For new locomotives to cover depreciation, -	1,911	62
For repairs of passenger cars, - - -	13,130	79
For new passenger cars, to cover depreciation, -	1,100	00
For repairs of merchandise cars, - - -	6,240	24
For new merchandise cars, to cover depreciation, -	500	00
For repairs of gravel and other cars, - - -	208	29
Total for maintenance of motive power and cars, -		48,797 17
Number of engines, - - -	21	
Number of passenger cars, [22 8-wheel & 4 4-wheel,]	48	4-wheel.
Number of baggage cars, [3 8-wheel & 10 4-wheel,]	16	do
Number of merchandise cars, [all 4-wheel,]	256	do
Number of gravel cars, [all 4-wheel,] - - -	21	do
MISCELLANEOUS.		
For fuel used by engines during the year, viz.,		
Wood, [includ. cost on account of water, \$299.20,]	\$37,664	89
Coal, [not used,] - - -		
For oil used by cars and engines, - - -	2,254	40
For waste and other material for cleaning, [\$470.04 including in cost for "motive power and cars,"] -		
For salaries, wages and incidental expenses chargeable to passenger department, - - -	21,938	86
For salaries, wages and incidental expenses chargeable to freight department, - - -	*41,584	66
For gratuities and damages, - - -	8,161	16
For taxes and insurance, [insurance \$121.00,]	3,077	70
For ferries, - - -		
For repairs of station buildings, aqueducts, fixtures, furniture, - - -	20,674	10
For interest, - - -	1,375	90
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, - - -		
For amount paid other companies, as rent for use of their roads, specifying each company, - - -		

* Of this amount, \$17,656 37 is for loading and unloading Upper Railroad merchandise, since February 1, which, before that time, was not done by this corporation.

For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - - - -	16,327 32	
Total miscellaneous, - - - - -		153,058 99
Total expenditures for working the road, - -		257,884 03
INCOME DURING THE YEAR.		
<i>For passengers:—</i>		
1. On main road, including branches owned by Co.,	} Total,	*177,372 55
2. To and from other roads, specifying what, -		
<i>For freight:—</i>		
1. On main road and branches owned by company,	} Total,	*221,210 80
2. To and from other connecting roads, - - -		
Expresses and miscellaneous, - - - - -		2,880 70
U. S. mails, - - - - -		3,984 18
Rents, - - - - -		589 41
From Nashua and Lowell R. R. for use of an engine,		383 29
		7,837 65
Total income, - - - - -		406,421 00
Net earnings, after deducting expenses, - -		148,536 97
DIVIDENDS.		
Per cent. Total, [Two of 4 per cent. each.]		146,400 00
Surplus not divided, - - - - -		2,136 97
Surplus last year, - - - - -		159,852 81
Total surplus, - - - - -		161,989 78
[From which is to be deducted the dividend of 4 per cent., payable Jan. 1, 1851, - - - - -]		73,200 00
		88,789 78

* The division of the passenger and merchandise receipts is given as follows:—

FROM PASSENGERS.

Boston and Lowell Railroad, - - - - -	\$136,758 37
In connection with Nashua Railroad, - - - - -	14,227 35
" " " Concord Railroad, - - - - -	11,796 21
" " " Northern Railroad, - - - - -	2,697 70
" " " B., Concord and Montreal Railroad, - - - - -	4,001 02
" " " Vermont Central Railroad, - - - - -	3,074 32
" " " Passumpsic Railroad, - - - - -	2,923 64
" " " Claremont Railroad, - - - - -	916 62
" " " Contoocook V. Railroad, - - - - -	977 32
	\$177,372 55

FROM FREIGHT.

Boston and Lowell Railroad, - - - - -	\$124,672 93
In connection with Nashua Railroad, - - - - -	15,587 95
" " " Concord Railroad, - - - - -	28,700 26
" " " Northern Railroad, - - - - -	10,527 60
" " " Montreal Railroad, - - - - -	8,532 75
" " " Vermont Central Railroad, - - - - -	10,580 17
" " " Passumpsic Railroad, - - - - -	10,695 85
" " " Stony Brook Railroad, - - - - -	2,145 78
" " " Wilton Railroad, - - - - -	4,881 64
" " " Claremont Railroad, - - - - -	3,350 34
" " " Contoocook Railroad, - - - - -	1,537 53
Carrying Mails, Expresses, &c., - - - - -	7,837 65

\$229,048 45

ESTIMATED DEPRECIATION BEYOND THE RENEW-

ALS, VIZ.:

Road and bridges, -	-	-	-	-	} Nothing.
Buildings, -	-	-	-	-	
Engines and cars, -	-	-	-	-	

During the last year the following contract has been executed by and between this Corporation and the Nashua and Lowell Railroad Corporation. And during the same time, similar ones have also been executed by and between this Corporation and the Concord Railroad Company, the Boston, Concord, and Montreal Railroad Company, the Concord and Claremont Railroad Company, the Contocook Valley Railroad Company, the Northern Railroad Company, in New Hampshire; and the Connecticut and Passumpsic Rivers Railroad Company, in Vermont:—

This agreement, made and concluded this thirty-first day of January, A. D. 1850, by and between the Nashua and Lowell Railroad Company, a corporation established by the laws of the States of Massachusetts and New Hampshire, of the first part, and the Boston and Lowell Railroad Corporation, a corporation established by the laws of the State of Massachusetts, of the second part, witnesseth,

That, for the purpose of greater convenience to the public in the despatch of the joint business of the two companies,—meaning by “joint business,” any business jointly participated in by them, originating upon one and terminating upon the other, of the two roads respectively, whether relating to the transportation of passengers, or of freight, and whether extending to the joint use in such business, of the whole or only connected parts of their respective railroads, as well as for the purpose of defining their separate relations to each other, in the transaction of that business, the said parties hereby mutually agree with each other, as follows:

First. Each party is authorized to undertake and agree for both, and will so undertake and agree for the transaction of any such joint business as aforesaid, subject to the modifications hereafter set forth. Not intending hereby to affect the separate remedies of each against the other, for the fulfilment of this, and other agreements, nor to give the public any rights of action against both, or either, separately, which they do not now possess.

Second. Each party, upon its respective road, will furnish for the joint business, necessary and suitable station and depot accommodations, furnish and sell tickets to passengers, and will, with suitable and proper

care, receive and deliver all freight offered for transportation, including the loading and unloading necessary therefor. Each party will also collect, and be answerable to the other, for the dues and receipts on joint account, accruing on its separate road, and will render, and once in each month settle an account of the same, and pay over to the other party its proportion thereof.

Third. Each party will, upon its own road, furnish suitable motive power for the joint business, as also for the business of other connected railroad companies, jointly participated in by the two parties; and will transport the trains used therefor, promptly, and without unnecessary delay. It being understood, however, that the party of the second part are not obligated to transport in such trains more cars of the party of the first part, than are reasonably sufficient for the proper transaction of such joint business.

Fourth. The party of the first part shall furnish all necessary and suitable passenger and freight cars for the joint business, and shall sufficiently equip them with conductors, brakemen, baggage-men, and other necessary agents and servants to take charge thereof: Also furnish oil, waste and stove fuel necessary for the same. It being agreed by the party of the first part, that such conductors, and other servants of theirs, while upon the road of the party of the second part, shall be as fully under the direction of the agent of that road, as if they were in the service of that road; and subject to be suspended upon like grounds.

Said party of the first part shall also take all risk and liability, and indemnify from all cost and expense the other party, for injury, damage or loss, which may happen to such cars, or to their servants employed in managing them, or to the passengers or freight carried on joint account, while they are upon or passing over the road of the second party, as fully as if such cars and servants, passengers and freight, were upon or passing over their own road; such risk and liability to extend to any such servants, passengers or freight, which may happen to be in or upon the cars of the party of the second part, or of any other connected railroad company, as well as to passengers, servants or freight, in and upon their own cars as aforesaid.

It is however, understood, in regard to said first party's liability for the safe care and custody of joint freight, while upon the road of the second party, that such liability shall not commence upon upward freight, until it is delivered on board the cars of the first party, and shall terminate upon downward freight when it is delivered to the servants of the second party at the station of its destination.

Fifth. Joint tariffs of fares and freight shall be mutually agreed on; though without prejudice to the right of either party to fix their own local

tariffs. The mode of division of joint freight shall be as follows : On all through freight said second party shall be entitled to retain or receive from the joint tariff, eighty-two and a half cents per ton, remitting to the party of the first part all excess over and above that sum. Of said eighty-two and a half cents, it is understood that twenty cents are retained as compensation for depot accommodations, for loading and unloading, and for all other services performed and charges and risk sustained by said second party, after receipt of freight, before loading or delivery : And that the remaining sixty-two and a half cents are intended as a compensation for the general cost of transportation over the road of said second party. Said twenty cents per ton are to be retained by said second party on all partially through freight, as well as upon all wholly through freight. But of the remaining sixty-two and a half cents per ton, only such a proportional part is to be retained by said party on partially through freight, as the distance such freight is carried upon said second party's road bears to twenty-five miles, the whole distance from Boston to the junction of said first party's road at Lowell ; excepting, that in all instances, where the party of the first part receive the same price for downward freight to Woburn, or to any station below it, as for the whole distance to Boston, the party of the second part shall retain the full price to Boston.

It is understood, as a part of this article, that, as the second party shall do the loading and unloading, at the Boston and East Cambridge, and other stations, it shall not be necessary for the first party to furnish servants to attend to and assist in receiving freight at those stations.

It is also understood, as a part of this article, that if it shall be necessary for the party of the second part to furnish freight accommodations at East Cambridge, instead of Boston, said party will bear the expense of all tolls incurred in transporting such freight to and from Boston over Craigie's bridge.

Sixth. The division of joint fares shall continue as at present, by which said second party shall receive forty-four cents on each passenger carried over the whole length of their road, and a proportional price for each passenger over any part thereof. It is, however, understood and agreed, as a part of this contract, that either party shall be at liberty to annul this section, at thirty days' notice.

Seventh. Said second party shall, at the request of the first party, or, whenever they themselves deem it necessary, examine and repair the cars of the first party at the second party's machine shop at East Cambridge, and shall be suitably compensated by the first party therefor. Said second party are not, however, by so doing, to assume and incur any risk arising from the imperfection of such cars, after being examined

or repaired as aforesaid, nor shall said second party repair such car or cars if said first party prefer to repair them elsewhere, and will take them out of the train.

Eighth. In adopting arbitrary estimates of the weight of car-loads, upon which to base the settlement of freight accounts, it is agreed that a cord of wood or bark, a perch (of twenty-five cubic feet) of stone, and a thousand of bricks, are each to be estimated as a ton of ordinary merchandise. Other arbitrary estimates of weights shall be in accordance with the accompanying tariff, unless altered by the consent of both parties.

Ninth. Each party shall allow to the president, directors, superintendent or agent, treasurer, and corporation clerk of the other party, the right of free passage at any time over their respective roads. Each party shall also have the privilege of sending free on the other's road, any person in their employment, and going necessarily upon their business. It being understood that in such cases passes are to be given only by the president, and superintendent, or agent, and that each pass shall state the name of the bearer, and shall only be good for a single trip, in one direction.

Tenth. An express-man may pass over the road of the party of the second part, upon the business of the party of the first part. Further regulations of this portion of the joint business are contained in a special agreement between the parties hereto, and other connected railroad companies, to which reference is hereby made.

Eleventh. The party of the first part are hereby authorized to do the business of the Stony Brook and Wilton Railroads, so far as connected with the road of the second party, upon the same terms as if such business were their own, and all the above mutual stipulations shall apply to such business, in the same manner as if originally and exclusively that of the party of the first part.

It being understood, however, that both said parties shall keep separate accounts of the business, coming from or going to said other mentioned roads.

Twelfth. This contract shall take effect, and remain in force for six months, from and after the first day of January, A. D. 1850, and may be terminated at any time after that period, on either party's giving written notice to that effect, three months in advance, with the exception as to the sufficiency of thirty days' notice, to terminate section 6th, as before provided. It is however, understood, in regard to that section, that its termination shall not affect other portions of this contract, unless specially so agreed.

Thirteenth. All previous agreements between the parties, upon the

above subject matters, shall be terminated on said first day of January, A. D. 1850.

Nashua and Lowell Railroad Corporation. By

DANIEL ABBOT,
CHARLES F. GOVE,
WM. BOARDMAN.

Boston and Lowell Railroad Corporation. By

WM. STURGIS, *President*.
WALDO HIGGINSON, *Agent*.

The following "fatal accidents and serious injuries," have occurred upon the Boston and Lowell Railroad, during the year ending November 30, 1850 :—

January 19, 1850.—Cosman Lund, merchandise conductor, in the employment of the Boston, Concord and Montreal Railroad Company, was crushed between two cars at Boston, and so injured that he died on the 21st, at Concord, N. H.

February 6.—James H. Nutter, whilst crossing the Railroad at Water street, East Cambridge, was run over by a passenger train, and instantly killed. A coroner's jury acquitted the corporation of blame.

March 28.—The engine of the accommodation train, which left Boston at 7.5, A. M., met with a slight accident in Medford. Whilst stopping for repairs, and there being at the time a severe snow storm, this train was overtaken by the express train, which left Boston at 7½ A. M. The engine of the latter struck a car in the forward train, and seriously injured two passengers, Mr. Philo Bevan, of Connecticut, and Margaret McGuire, of Lowell. The former has recovered. The latter is recovering. At this collision, the fireman of the express train, Waterman Brown, jumped from the engine, and his arm was so injured as to require amputation.

May 13.—Edward McCarthy got upon the railroad causeway, south of Miller's river, in East Cambridge, by climbing up the side walls, after having been forbidden by the Water street gateman to enter on it. Whilst walking on the track, at that place, he was run over by a passenger train, and instantly killed.

November 20.—An axle broke under the tender of an engine, on a passenger train, at Concord river. Some of the cars were thrown from

the track, and one passenger, Stillman Brown, was somewhat injured ; whether seriously or not, has not yet been determined.

All which is respectfully submitted,

WM. STURGIS,
JOSEPH TILDEN,
EBEN. CHADWICK,
GEO. W. LYMAN,
Directors.

Boston, November 30, 1850.

SUFFOLK, ss. *January 1, 1851.* Then personally appeared, the above named William Sturgis, Joseph Tilden, Ebenezer Chadwick, and George W. Lyman, and severally made oath, that the within return, by them subscribed, was true, according to their best knowledge and belief.

Before me,

J. THOMAS STEVENSON, *Justice of the Peace.*

SIXTEENTH ANNUAL REPORT

OF THE

BOSTON AND MAINE RAILROAD COMPANY.

Return of the Boston and Maine Railroad, under the Act of May 1, 1849, ch. 191.

Capital stock, - - - - -		\$4,155,700 00
[Amount authorized by Legislature, 45,500		
“ issued to State, 1,000		
“ subscribed for and issued, 41,557]		
Increase of capital since last report, - - -	Nothing.	
Capital paid in per last report, - - -	\$3,715,896 52	
Capital paid in since last report, - - -	253,225 00	
Total amount of capital stock paid in, - - -		3,969,094 52
Funded debt, per last report, - - -	166,000 00	
Funded debt, paid since last report, - - -	13,000 00	
Funded debt, increase of, since last report, - - -	Nothing.	
Total present amount of funded debt, - - -		153,000 00
Floating debt, per last report, - - -	104,035 97	
Floating debt, paid since last report, - - -	97,035 97	
Floating debt, increase of, since last report, - - -	Nothing.	
Total present amount of floating debt, - - -		7,000 00
Total present amount of funded and floating debt, - - -		160,000 00
Average rate of interest per annum paid during the year, - - - - -	5.096 per cent.	
Maximum amount of floating debt for each month during the year, viz.: January, \$57,300; February, \$56,300; March, \$30,000; April, \$7,700; May, \$7,000; June, \$7,000; July, \$7,000; August, \$7,000; September, \$7,000; October, \$7,000; November, \$7,000; December, \$7,000.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report, - - -	\$864,824 44	
For graduation and masonry paid during the past year, - - - - -	16,688 91	
Total amount expended for graduation and masonry, - - -		881,513 35
For wooden bridges, per last report, - - -	363,596 88	
For wooden bridges paid during the past year, - - -	815 49	
Total amount expended for wooden bridges, - - -		364,412 37
Total amount expended for iron bridges, (if any,) - - -	Nothing.	
For superstructure, including iron, per last report, - - -	980,449 89	
For superstructure, including iron, paid during the past year, - - - - -	4,074 00	
Total amount expended for superstructure, including iron, - - - - -		984,523 89
For stations, buildings and fixtures, per last report, - - -	444,746 60	
For stations, buildings and fixtures, paid during the past year, - - - - -	27,388 84	
Total amount expended for stations, buildings and fixtures, - - - - -		472,135 44

For land, land-damages and fences, per last report, -	\$719,750 73	
For land, land-damages and fences, paid during the past year, - - - - -	23,353 25	
Total amount expended for land, land-damages and fences, - - - - -		\$743,103 58
For locomotives, per last report, - - - - -	124,050 00	
For locomotives, paid during the past year, - - - - -	14,350 00	
Total amount expended for locomotives, - - - - -		138,400 00
For passenger and baggage cars, per last report, - - - - -	60,317 00	
For passenger and baggage cars, paid during the past year, - - - - -	4,273 00	
Total amount expended for passenger and baggage cars, - - - - -		64,590 00
For merchandise cars, per last report, - - - - -	102,528 80	
For merchandise cars, paid during the past year, [charged off more than paid,] - - - - -	1,421 10	
Total amount expended for merchandise cars, - - - - -		101,107 70
For engineering, per last report, - - - - -	Nothing returned separately.	
For engineering, paid during the past year, - - - - -	653 71	
Total amount expended for engineering, - - - - -	Not known.	
For agencies and other expenses, per last report, [and engineering,] - - - - -	269,793 48	
For agencies and other expenses, paid during the past year, - - - - -	1,373 07	
Total amount expended for agencies and other expenses, [and engineering for one year,] - - - - -		271,820 26
Total cost of road and equipment, - - - - -		4,021,606 59

CHARACTERISTICS OF ROAD.

Length of road, - - - - -	74 26-100 miles.	
Length of single main track, - - - - -	46 47-100 "	
Length of double main track, - - - - -	27 79-100 "	
Length of branches owned by the company, stating whether they have a single or double track, - - - - -	8 79-100 " of which, 1 4-100 " is double.	
Aggregate length of sidings and other tracks, excepting main track and branches, - - - - -	15 44-100 "	
Weight of rail per yard in main road, - - - - -	Nearly three miles of 48 lbs.; balance, 56 and 60.	
Weight of rail per yard in branch roads, - - - - -	48 to 60 lbs.	
Specify the different weights per yard, - - - - -	48, 56, 60.	[a mile.
Maximum grade, with its length in main road, - - - - -	47½ ft. per mile for 77-100 of	
Maximum grade, with its length in branch roads, - - - - -	36 ft. for 1 41-100 mile.	
Total rise and fall in main road, - - - - -	1498 feet.	
Total rise and fall in branch roads, - - - - -	146 feet.	
Shortest radius of curvature, with length of curve in main road, - - - - -	Rad. 1050 ft.; length, 1150 ft.	
Shortest radius of curvature, with length of curve in branch roads, - - - - -	Rad. 573 ft.; length, 218 ft.	
Total degrees of curvature in main road, - - - - -	1988 deg.	[1000 ft.
Total degrees of curvature in branch roads, - - - - -	456¼ deg.	
Total length of straight line in main road, - - - - -	49 73-100 miles.	
Total length of straight line in branches, - - - - -	5 81-100 miles.	
Aggregate length of wooden truss bridges, - - - - -	2612 feet.	
Aggregate length of all other wooden bridges, - - - - -	7007 feet.	
Aggregate length of iron bridges, - - - - -	Nothing.	
Whole length of road unfenced on both sides, - - - - -	3 20-100 miles.	
Number of public ways crossed at grade, - - - - -	92	
Number of railroads crossed at grade, - - - - -	3	
Remarks, - - - - -		

Way stations for express trains, - - -	2
Way stations for accommodation trains, - -	18
Flag stations, - - -	15
Whole number of way stations, - - -	18
Whole number of flag stations, - - -	15

DOINGS DURING THE YEAR.

Miles run by passenger trains, - - -	344,380
Miles run by freight trains, - - -	77,083
Miles run by other trains, - - -	47,127
Total miles run, - - -	468,590
Number of passengers carried in the cars, [including Great Falls and Conway Railroad,] - -	1,221,071
Number of passengers carried one mile, - -	19,788,934
Number of tons of merchandise carried in the cars, - -	143,673
Number of tons of merchandise carried one mile, -	4,465,801
Number of passengers carried one mile, to and from [Manchester and Lawrence, Portsmouth, Saco, and Portland, and South Reading Branch,] -	5,962,868
Number of tons carried one mile, to and from other roads, - - -	683,691
Rate of speed adopted for express passenger trains, including stops, - - -	32 miles.
Average rate of speed actually attained by express passenger trains, including stops and detentions, -	31 "
Rate of speed adopted for accommodation trains, [including stops,] - - -	23 "
Rate of speed actually attained by accommodation trains, including stops and detentions, -	22 "
Average rate of speed actually attained by special trains, including stops and detentions, -	20 "
Average rate of speed adopted for freight trains, including stops and detentions, - - -	10 "
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, - -	13,968,659
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, - -	12,881,700

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, -	\$49,145 52
For repairs of wooden bridges, - - -	2,937 81
For renewals of iron, including laying down, -	-
For wages of switchmen, av. per mo., \$396.11 1-6	Total, } 12,237 80
For wages of gate-keepers, av. per mo., 168.20 1-2	
For wages of signal men, av. per mo., 109.68 1-6	
For wages of watchmen, av. per mo., 345.81 5-6	
Number of men employed exclusive of those engaged in construction, - - -	507
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam power used,) -	1,199 02
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - -	928 96
Total for maintenance of way, - - -	66,449 11

MOTIVE POWER AND CARS.

For repairs of locomotives, [\$23,209 55; and depreciation, \$221 12; and depreciation of stock in engine shop, \$665 96,] - - -	24,096 63
For new locomotives, to cover depreciation, -	-

For repairs of passenger cars, [\$10,236 85; depreciation, \$2,484 25; car burnt, \$2,000; depreciation of stock in car shop, \$1,124 92,] - - -	\$15,846 02	
For new passenger cars, to cover depreciation, - - -	4,590 79	
For repairs of merchandise cars, - - -		
For new merchandise cars, to cover depreciation, - - -	474 39	
For repairs of gravel and other cars, - - -		
Total for maintenance of motive power and cars, - - -		\$45,007 83
Number of engines, - - -	27	
Number of passenger cars, - - -	34	
Number of baggage cars, - - -	14	
Number of merchandise cars, [long and short, 315, equal to] - - -		460 short cars.
Number of gravel cars, - - -	32	

MISCELLANEOUS.

For fuel used by engines during the year, viz., -	57,042 33	
Wood, - - - - \$56,748 83		
Coal, - - - - 293 50		
For oil used by cars and engines, - - -	7,672 55	
For waste and other material for cleaning, - - -	1,240 87	
For salaries, wages and incidental expenses, chargeable to passenger department, - - -	46,023 62	
For salaries, wages and incidental expenses, chargeable to freight department, - - -	27,573 36	
For gratuities and damages, - - -	11,568 02	
For taxes and insurance, - - -	9,530 91	
For ferries, - - -		
For repairs of station buildings, aqueducts, fixtures, furniture, - - -	5,204 69	
For interest, - - -		
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, - - -	Nothing.	
For amount paid other companies as rent for use of their roads, specifying each company, - - -	Nothing.	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, [\$353 22 interest paid, included,] - - -	12,164 73	
Total miscellaneous, - - -		178,021 08
Total expenditures for working the road, - - -		289,478 02

INCOME DURING THE YEAR.

For passengers:—

1. On main road, including branches owned by company, - - -	387,681 53
2. To and from other roads, specifying what,* - - -	
[Interest received,] - - -	2,520 73

* Portland, Saco and Portsmouth Railroad, -	\$75,285 54
Manchester and Lawrence do. -	11,246 36
South Reading Branch do. -	4,693 14
	<u>\$91,225 04</u>

<i>For freight :—</i>					
1. On main road and branches owned by company,					\$187,914 76
2. To and from other connecting roads,* -	-	-	-	-	-
U. S. mails, -	-	-	-	-	6,618 92
Rents, -	-	-	-	-	10,227 51
Total income, -	-	-	-	-	\$594,963 45
Net earnings, after deducting expenses, -	-	-	-	-	285,057 11
DIVIDENDS.					
Five per cent. total, [on 41,557 shares,] -	-	-	-	-	207,785 00
Surplus not divided, [earned this year,] -	-	-	-	-	77,272 11
Surplus last year, -	-	-	-	-	45,293 35
Total surplus, -	-	-	-	-	122,565 46
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.					
Road and bridges, -	-	-	-	-	1,213 67
Buildings, -	-	-	-	-	8,639 46
Engines and cars, -	-	-	-	-	10,575 19
					<u>20,428 32</u>
* Cochecho Railroad, -	-	-	-	-	\$6,829 59
Manchester and Lawrence Railroad, -	-	-	-	-	3,485 04—9 mos.
South Reading Branch do. -	-	-	-	-	1,276 23—3 “

The following serious and fatal accidents have occurred on this road during the year ending November 30, 1850 :—

Dec. 5, 1849.—Boman Abbott, Reading. Leg broken by driving on the track, while a train was passing the highway.

March 4, 1850.—Miles Seavy; killed by coming in contact with a bridge at South Reading, while on a freight train.

March 21.—Mr. Whittemore; leg broken by jumping off train at Prison Point, when the cars were in motion.

March 25.—Samuel Eaton; killed at Plaistow, while pushing some dump cars.

Oct. 23.—Man killed at Exeter, by falling from passenger train, he being intoxicated at the time.

Nov. 4.—James Pratt, Medford; legs broken by collision at Medford junction.

JOHN HOWE,
SAMUEL A. WALKER,
JOHN FLINT,
GEO. H. KUHN,
SOUTHWORTH SHAW,
WM. HALE,
SAMUEL BATCHELDER.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. *January 13, 1851.* Then personally appeared the above John Howe, Samuel A. Walker, John Flint, Geo. H. Kuhn, Southworth Shaw, William Hale, and Samuel Batchelder, and made oath that the above report by them subscribed, is true, according to the best of their knowledge and belief. Before me,

GEORGE MINOT, *Justice of the Peace.*

The undersigned have examined the foregoing Report of the Directors of the Boston and Maine Railroad, and approve the same.

WILLIAM STEVENS,

Commissioner for Massachusetts.

GREENLEAF CLARKE,

Commissioner for New Hampshire.

JOHN ANDERSON,

Commissioner for Maine.

NINETEENTH ANNUAL REPORT

OF THE

BOSTON AND PROVIDENCE RAILROAD CORPORATION.

Return of the Boston and Providence Railroad Corporation, under the Act of May 1, 1849, chap. 191.

Capital stock, - - - - -	\$3,160,000 00
Increase of capital since last report, - - -	None.
Capital paid in per last report, - - -	3,160,000 00
Capital paid in since last report, - - -	None.
Total amount of capital stock paid in, - - -	3,160,000 00
Funded debt, per last report, - - -	111,500 00
Funded debt paid since last report, - - -	None.
Funded debt, increase of, since last report, - - -	145,500 00
Total present amount of funded debt, - - -	257,000 00
Floating debt, per last report, - - -	113,200 00
Floating debt paid since last report, - - -	98,400 00
Floating debt, increase of, since last report, - - -	None.
Total present amount of floating debt, - - -	14,800 00
Total present amount of funded and floating debt, - - -	271,800 00
Average rate of interest per annum paid during the year, - - - - -	6 per cent.
Maximum amount of debt for each month during the year, viz.: January, \$259,312 50; February, \$237,081 25; March, \$245,665 70; April, \$248,353 20; May, \$254,821 95; June, \$297,187 50; July, \$297,187 50; August, \$273,667 50; September, \$259,800 00; October, \$229,800 00; November, \$221,800 00; December, \$271,800 00.	
COST OF ROAD AND EQUIPMENT.	
Cost of road and equipment, including Seekonk, Pawtucket, Dedham, and West Roxbury Branches: One half cost of 5½ miles of Providence and Worcester Railroad, including city station, in Providence, per last report, - - -	3,370,269 98
Amount expended on West Roxbury Branch, during the past year, - - -	45,962 53
Total cost of road and equipment, - - -	3,416,232 51
CHARACTERISTICS OF ROAD.	
Length of road, - - - - -	41 miles.
Length of single main track, - - - - -	25½ do
Length of double main track, - - - - -	15½ do
Length of branches owned by the Company, - - -	12 do single track.
Aggregate length of sidings and other tracks, excepting main track and branches, - - -	6 9-10 miles.
Weight of rail per yard in main road, - - -	56 to 58 lbs.

Weight of rail per yard in branch roads, - -	37½ to 58 lbs.
Specify the different weights per yard, - -	37½, 56, 58 lbs.
Maximum grade, with its length in main road, -	37½ ft per mile—26,700 ft.
Maximum grade, with its length in branch roads, -	52 27-100 do.—1509 ft.
Total rise and fall in main road, - - -	505 41-100 feet.
Total rise and fall in branch roads, - - -	316 87-100 feet.
Shortest radius of curvature, with length of curve in main road, - - - -	1910 feet—700 feet.
Shortest radius of curvature, with length of curve in branch roads, - - - -	900 feet—1500 feet.
Total degrees of curvature in main road, - -	342 12-60.
Total degrees of curvature in branch roads, -	416 14-60.
Total length of straight line in main road, -	35½ miles.
Total length of straight line in branches, - -	8 37-100 miles.
Aggregate length of wooden truss bridges, -	2139 1-6 feet.
Aggregate length of all other wooden bridges, -	1520 feet.
Aggregate length of iron bridges, - - -	246 do
Whole length of road unfenced on both sides, -	Whole road fenced.
Number of public ways crossed at grade, - -	41
Number of railroads crossed at grade, - - -	1
Remarks, - - - - -	-
Way stations for express trains, - - -	1
Way stations for accommodation trains, - -	25
Flag stations, - - - - -	6
Whole number of way stations, - - - - -	25
Whole number of flag stations, - - - - -	6

DOINGS DURING THE YEAR.

Miles run by passenger trains, - - -	190,830
Miles run by freight trains, - - -	61,120
Miles run by other trains, - - -	-
Total miles run, - - - - -	251,950
Number of passengers carried in the cars, - -	591,949
Number of passengers carried one mile, - -	8,412,205
Number of tons of merchandise carried in the cars, -	104,203
Number of tons of merchandise carried one mile, -	2,222,150
Number of passengers carried one mile, to and from other roads, - - - -	2,582,549
Number of tons carried one mile, to and from other roads, - - - - -	959,491
Rate of speed adopted for express passenger trains, including stops, - - - -	34½ miles per hour.
Average rate of speed actually attained by express passenger trains, including stops and detentions, -	34½ do do
Rate of speed adopted for accommodation trains, -	30 do do
Rate of speed actually attained by accommodation trains, including stops and detentions, -	25 do do
Average rate of speed actually attained by special trains, including stops and detentions, -	20 do do
Average rate of speed adopted for freight trains, including stops and detentions, - - -	14 do do
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, - -	10,500,000
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, - - -	8,500,000

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, - -	\$18,583 10
For repairs of wooden bridges, - - -	948 28

For renewals of iron, including laying down, -	-	
For wages of switchmen, av. per mo., \$30 00, -	-	
For wages of gate-keepers, av. per mo., \$20 83, -	-	
For wages of signal men, av. per mo., \$20 83, -	-	
For wages of watchmen, av. per mo., \$30 00, -	-	
Number of men employed, exclusive of those engaged in construction, December 31, 1850, -	197	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) -	1,222	45
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, -	970	56
Total for maintenance of way, -	27,480	53

MOTIVE POWER AND CARS.

For repairs of locomotives, -	-	10,048	37
For new locomotives, to cover depreciation, -	-		
For repairs of passenger cars, -	-	4,683	82
For new passenger cars, to cover depreciation, -	-		
For repairs of merchandise cars, -	-	3,238	80
For new merchandise cars, to cover depreciation, -	-		
For repairs of gravel and other cars, -	-	38	62
Total for maintenance of motive power and cars, -	-	18,009	61
Number of engines, -	-	19	
Number of passenger cars, -	-	28	
Number of baggage cars, -	-	10	
Number of merchandise cars, -	-	80	
Number of gravel cars, -	-	20	

MISCELLANEOUS.

MISCELLANEOUS.

For fuel used by engines during the year, viz. :		
Wood, - - - - -	-	44,101 67
For oil used by cars and engines, - - - - -	-	3,299 08
For waste and other material for cleaning, - - - - -	-	989 94
For salaries, wages and incidental expenses, chargeable to passenger department, - - - - -	-	26,815 20
For salaries, wages and incidental expenses, chargeable to freight department, - - - - -	-	20,301 94
For gratuities and damages, - - - - -	-	898 31
For taxes and insurance, - - - - -	-	4,666 46
For ferries, - - - - -	-	
For repairs of station buildings, aqueducts, fixtures, furniture, - - - - -	-	3,386 26
For interest, - - - - -	-	2,650 89
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, - - - - -	-	
For amount paid other companies, as rent for use of their roads, specifying each company, - - - - -	-	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - - - -	-	9,330 37
Total miscellaneous, - - - - -	-	116,440 12
Total expenditures for working the road, - - - - -	-	161,930 26

INCOME DURING THE YEAR.

For passengers:—

1. On main road, including branches owned by company, -	182,430	73
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2. To and from other branches, viz. :*				
Taunton Branch,	-	-	\$31,899	27
Stoughton Branch,	-	-	9,128	33
Norfolk County,	-	-	8,863	17
				\$49,890 77
<i>For freight :—</i>				
1. On main road and branches owned by company,				97,560 11
2. To and from other connecting roads, viz. :				
Taunton Branch,	-	-	\$18,823	88
Stoughton Branch,	-	-	5,310	02
Norfolk County,	-	-	6,010	60
				30,144 50
U. S. mails,	-	-	-	6,405 75
Rents, [and Dividends from Stoughton Br. Railroad,]				4,295 40
Total income,	-	-	-	370,727 26
Net earnings, after deducting expenses,	-	-	-	268,797 00
DIVIDENDS.				
Dividends, 5½ per cent.,	-	-	\$173,800	00
Bond interest,	-	-	9,375	00
				183,175 00
Surplus,	-	-	25,622	00
Surplus, per last report,	-	-	36,351	34
				61,973 34
Charged off, viz. :				
Discount on par value of corporation bonds,				
for \$95,500 00,	-	-	3,581	25
Profit and loss,	-	-	421	58
				4,002 83
Surplus, January 1, 1851,	-	-	-	57,870 51

ACCIDENTS DURING THE YEAR.

June 1, 1850.—John Callahan, a passenger, while intoxicated, left his seat in the car to stand on the footboard, from which he fell and was mortally hurt.

November 8.—Edward Munsey, a boy nine years old, while playing on the railroad, ran into the track in front of an engine, and was killed.

C. H. WARREN,
WM. AMORY,
WILLIAM DWIGHT,
G. R. RUSSELL.

NORFOLK, ss. *January 29, 1851.* Then personally appeared, George R. Russell, aforementioned, and made oath that the within return, above subscribed, was true, according to his best knowledge and belief.

Before me, FRAN'S GEO. SHAW, *Justice of the Peace.*

SUFFOLK, ss. *January 30, 1851.* Then personally appeared Charles H. Warren, William Amory, and William Dwight, above named, and made oath that the foregoing return, by them subscribed, is true, according to their best knowledge and belief. Before me,

GEO. BATY BLAKE, *Justice of the Peace.*

NINETEENTH ANNUAL REPORT

OF THE

BOSTON AND WORCESTER RAILROAD CORPORATION.

To the Honorable, the Legislature of the Commonwealth of Massachusetts :

The Directors of the Boston and Worcester Railroad Corporation respectfully make their Return and Report of their doings, during the past year, as required by law.

Return of the Boston and Worcester Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock, - - - -		\$4,500,000 00
Increase of capital since last report, - - -	None.	
Capital paid in per last report, - - -	\$4,500,000 00	
Capital paid in since last report, - - -	None.	
Total amount of capital stock paid in, - - -		4,500,000 00
Funded debt, per last report, - - -	None.	
Funded debt paid since last report, - - -	None.	
Funded debt, increase of, since last report, - - -	375,000 00	
Total present amount of funded debt, - - -		375,000 00
Floating debt, per last report, - - -	679,582 68	
Floating debt paid since last report, - - -	100,923 83	
Floating debt, increase of, since last report, - - -		
Total present amount of floating debt, - - -	203,658 85	
Total present amount of funded and floating debt, - - -	578,658 85	
Average rate of interest per annum paid during the year, - - -	6 per cent.	
Maximum amount of debt for each month during the year, viz.: December, 1849, \$724,193 14; January, 1850, \$635,501 92; February, \$645,138 56; March, \$589,042 01; April, \$587,943 76; May, \$625,647 75; June, \$682,588 83; July, \$654,782 90; August, \$555,031 77; September, \$553,751 42, October, \$564,314 60; November, \$578,658 85.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report, -	733,378 13	
For graduation and masonry paid during the past year, -	3,198 38	
Total amount expended for graduation and masonry, -		736,576 51
For wooden bridges, per last report, -	260,388 91	
For wooden bridges paid during the past year, -	4,694 59	
Total amount expended for wooden bridges, -		265,083 50

Total amount expended for iron bridges, (if any),	-	None.
For superstructure, including iron, per last report,	-	\$1,397,641 91
For superstructure, including iron, paid during the past year,	-	13,169 15
Total amount expended for superstructure, including iron,	-	<u>\$1,410,811 06</u>
For stations, buildings and fixtures, per last report,	-	749,097 23
For stations, buildings and fixtures, paid during the past year,	-	5,609 02
Total amount expended for stations, buildings and fixtures,	-	<u>754,706 25</u>
For land, land-damages and fences, per last report,	-	1,004,490 61
Land, land-damages and fences, during the past year, [decreased by sales,]	-	
Total amount expended for land, land-damages and fences,	-	951,887 91
For locomotives, per last report,	-	194,225 23
For locomotives, paid during the past year,	-	
Total amount expended for locomotives,	-	194,225 23
For passenger and baggage cars, per last report,	-	86,168 20
For passenger and baggage cars, paid during the past year,	-	
Total amount expended for passenger and baggage cars,	-	86,168 20
For merchandise cars, per last report,	-	254,825 33
For merchandise cars, paid during the past year,	-	
Total amount expended for merchandise cars,	-	254,825 33
For engineering, per last report,	-	228,116 85
For engineering, paid during the past year,	-	247 39
Total amount expended for engineering,	-	<u>228,364 24</u>
For agencies and other expenses, per last report,	-	
For agencies and other expenses, paid during the past year,	-	
Total amount expended for agencies and other expenses,	-	
Total cost of road and equipment,	-	4,882,648 23

CHARACTERISTICS OF ROAD.

Length of road,	-	44½ miles.
Length of single main track,	-	
Length of double main track,	-	44½ do
Length of branches owned by the Company, stating whether they have a single or double track,	-	24 miles; single.
Aggregate length of sidings and other tracks, excepting main track and branches,	-	13.261 miles.
Weight of rail per yard in main road,	-	56, 63, and 66 lbs.
Weight of rail per yard in branch roads,	-	40 and 46 lbs.
Specify the different weights per yard,	-	40, 46, 56, 63 and 66 lbs.
Maximum grade, with its length in main road,	-	40 feet for 6 miles.
Maximum grade, with its length in branch roads,	-	37 feet for 1½ miles.
Total rise and fall in main road,	-	714 do
Total rise and fall in branch roads,	-	316 do
Shortest radius of curvature, with length of curve in main road,	-	600 do for 900 feet.
Shortest radius of curvature, with length of curve in branch roads,	-	541 do for 1050 feet.
Total degrees of curvature in main road,	-	1975°
Total degrees of curvature in branch roads,	-	1228°
Total length of straight line in main road,	-	25 5-6 miles.
Total length of straight line in branches,	-	15½ miles.

Aggregate length of wooden truss bridges, -	-	350 feet.
Aggregate length of all other wooden bridges, -	-	1490 ft. in branches, 3306 ft.
Aggregate length of iron bridges, -	-	None. [in main road.
Whole length of road unfenced on both sides, -	-	13 miles.
Number of public ways crossed at grade, -	-	38 in main road, 24 in
Number of railroads crossed at grade, -	-	2 [branches.
Remarks, - - - - -	-	
Way stations for express trains, -	-	1
Way stations for accommodation trains, -	-	16
Flag stations, - - - - -	-	8
Whole number of way stations, -	-	24
Whole number of flag stations, -	-	8

DOINGS DURING THE YEAR.

Miles run by passenger trains, - - - - -	-	265,613	
Miles run by freight trains, - - - - -	-	145,485	
Miles run by other trains, [Gravel, 9,830, Others, 15,271,	-		
		25,101	
Total miles run, - - - - -	-		436,199
Number of passengers carried in the cars, -	-	1,001,989	
Number of passengers carried one mile, -	-	19,551,021	
Number of tons of merchandise carried in the cars, -	-	252,253	
Number of tons of merchandise carried one mile, -	-	9,663,386	
Number of passengers carried one mile, to and from other roads, - - - - -	-	6,751,929	
Number of tons carried one mile, to and from other roads, - - - - -	-	7,214,698	
Rate of speed adopted for express passenger trains, including stops, - - - - -	-	29 miles per hour.	
Average rate of speed actually attained by express passenger trains, including stops and detentions, -	-	29 do do	
Rate of speed adopted for accommodation trains, -	-	24 do do	
Rate of speed actually attained by accommodation trains, including stops and detentions, -	-	24 do do	
Average rate of speed actually attained by special trains, including stops and detentions, -	-	22 do do	
Average rate of speed adopted for freight trains, including stops and detentions, -	-	11 do do	
Estimated weight in tons, of passenger cars, (not in- cluding passengers,) hauled one mile, -	-	14,218,938	
Estimated weight in tons, of merchandise cars, (not including freight,) hauled one mile, -	-	13,887,916	

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, -	-	\$55,821 12	
For repairs of wooden bridges, -	-	5,170 26	
For renewals of iron, including laying down, [In- cluded in road repairs,] -	-		
For wages of switchmen, av. per mo., \$3,609 36,			
For wages of gate-keepers, av. per mo., \$			
For wages of signal men, av. per mo., \$2,698 08,			
For wages of watchmen, av. per mo., \$3,600 00,			
Number of men employed, exclusive of those en- gaged in construction, - - - - -	-	484	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used.) [Charged in road repairs,] - - - - -	-		

Total, } 9,907 44

For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - -	\$581 99	
Total for maintenance of way, - - -		\$71,480 81

MOTIVE POWER AND CARS.

For repairs of locomotives, [including \$10,500, credited to depreciation,] - - -	37,280 79	
For new locomotives, to cover depreciation, -		
For repairs of passenger cars, - - -	8,096 38	
For new passenger cars, to cover depreciation, -		
For repairs of merchandise cars, [including \$3,100, credited to depreciation,] - - -	17,648 81	
For new merchandise cars, to cover depreciation, -		
For repairs of gravel and other cars, - - -	383 73	
Total for maintenance of motive power and cars, -		63,409 71
Number of engines, - - - -	27	
Number of passenger cars, - - - -	100	
Number of baggage cars, - - - -	16	
Number of merchandise cars, - - - -	643	
Number of gravel cars, - - - -	96	

MISCELLANEOUS.

For fuel used by engines during the year, viz.: -		
[Including wood and coal used at way stations,] -	\$79,839 91	
For oil used by cars and engines, - - -	10,834 82	
For waste and other material for cleaning, - -	445 68	
For salaries, wages and incidental expenses, charge- able to passenger department, - - -	47,427 31	
For salaries, wages and incidental expenses, charge- able to freight department, - - -	63,690 34	
For gratuities and damages, - - - -	4,708 00	
For taxes and insurance, - - - -	8,611 70	
For ferries, - - - -		
For repairs of station buildings, aqueducts, fixtures, furniture, - - - -	6,141 80	
For interest, - - - -	21,297 73	
For amount paid other companies, in tolls for pas- sengers, and freight carried on their roads, speci- fying each company, - - -		
For amount paid other companies, as rent for use of their roads, specifying each company, - -		
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses, not included in any of the foregoing items, - - - -	20,451 00	
Total miscellaneous, - - - -		263,448 29
Total expenditures for working the road, - -		398,338 81

INCOME DURING THE YEAR.

For passengers:—

1. On main road, including branches owned by company, - - - -	\$274,966 78	} 397,248 78
2. To and from other roads, specify- ing what, - - - -	122,282 00	

For freight:—

1. On main road and branches owned by company, - - - -	127,988 01	} 330,780 61
2. To and from other connecting roads, - - - -	202,792 60	

U. S. mails,	-	-	-	-	-	\$10,513 42
Rents, [\$10,984 03 ; from sale of bonds, \$8,419 95,]						19,403 98
Total income,	-	-	-	-	-	757,946 79
Net earnings, after deducting expenses,	-	-	-	-	-	353,607 98
DIVIDENDS.						
6½ per cent. Total,	-	-	-	-	-	292,500 00
Surplus not divided,	-	-	-	-	-	61,107 98
Surplus last year,	-	-	-	-	-	8,408 68
Total surplus,	-	-	-	-	-	69,516 66
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ. :						
Road and bridges,	-	-	-	-	-	} None.
Buildings,	-	-	-	-	-	
Engines and cars,	-	-	-	-	-	

During the year ending November 30, 1850, there have been run five, and during seven months of the year, six regular passenger trains, daily, to and from Worcester ; two trains to and from Milford ; for five months there were five, and for seven months, four daily trains to and from Newton Lower Falls ; from seven to nine, to and from Brookline ; two each way, daily, between Natick and Saxonville ; and two, each way, over the Milbury branch. No trip has been lost.

There have been carried in the cars, 1,001,989 passengers, or 19,551,021 passengers carried one mile. Of this number but one person has been injured, and he in consequence of an act of carelessness on his own part, in going upon the platform of the car while the train was in motion, in violation of the well known rules of the road.

Other accidents have occurred during the year, viz. :—

December 4, 1849.—Ezekiel Taylor, brakeman on a freight train, while passing under a bridge, was knocked down and slightly injured.

December 14.—Newell Bellows, of Westborough, in crossing the track at West Newton, was thrown from his wagon, and seriously injured. In this case the engine bell was ringing, and the signal-man made an attempt to stop him ; but his attention was attracted by a train passing in the other direction, until it was too late for him to avoid the collision.

December 15.—Benjamin L. Pratt, and *December 17,* Charles Chapman, brakemen upon freight trains, while passing under bridges, were knocked down and slightly injured.

December 20.—Harding Daniels, of Holliston, in crossing the track near the Holliston station, on the Milford branch, was run over by a gravel train, and instantly killed.

December 24.—William Derrikes, an Irishman, while walking on the track in Newton, was knocked down, and sustained a slight injury.

May 9, 1850.—George Lowell, and *June 27*, J. W. Kingsbury, brakemen upon freight trains, were knocked down in passing under bridges, and were slightly injured.

July 10.—Peter Mansfield, a State pauper, while lying upon the track on the Saxonville branch, supposed to have been intoxicated, was run over, and instantly killed.

August 24.—George Adams, of Worcester, a passenger, returning from Boston in an excursion train, left his seat in the car, went upon the platform while the train was in motion, fell off, and was fatally injured.

November 14.—Jeremiah Fogarty, brakeman on a freight train, while passing under a bridge, was knocked down, and slightly injured.

THOS. HOPKINSON,
DAVID HENSHAW,
DANIEL DENNY,
NATH. HAMMOND,
BENJ. F. WHITE,
WILLIAM PARKER,
GEO. BATY BLAKE,
ISAAC EMERY,
TIMOTHY C. LEEDS,
Directors.

SUFFOLK, ss. *Boston, January 30, 1851.* Then personally appeared the above named Thomas Hopkinson, David Henshaw, Daniel Denny, Nathaniel Hammond, Benjamin F. White, William Parker, George B. Blake, Isaac Emery, and Timothy C. Leeds, and severally made oath that the foregoing Report, by them subscribed, is true, according to the best of their knowledge and belief. Before me,

GEORGE BEMIS, *Justice of the Peace.*

FIFTH ANNUAL REPORT

OF THE

CAPE COD BRANCH RAILROAD COMPANY.

To the Honorable, the Legislature of the Commonwealth of Massachusetts :

The Directors of the Cape Cod Branch Railroad Company respectfully submit a Report of their doings for the year ending December 31, 1850, as is required by law.

Return of the Cape Cod Branch Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock, - - - - -		\$500,000 00
Increase of capital since last report, - - - - -	None.	
Capital paid in per last report, - - - - -	\$377,750 00	
Capital paid in since last report, - - - - -	43,800 00	
Total amount of capital stock paid in, - - - - -		421,550 00
Funded debt, per last report, - - - - -	171,800 00	
Funded debt paid since last report, - - - - -	None.	
Funded debt, increase of, since last report, - - - - -	Nothing.	
Total present amount of funded debt, - - - - -		171,800 00
Floating debt, per last report, - - - - -	65,129 15	
Floating debt paid since last report, - - - - -	40,795 81	
Floating debt, increase of, since last report, - - - - -	None.	
Total present amount of floating debt, - - - - -	24,333 34	
Total present amount of funded and floating debt, - - - - -		196,133 33
Average rate of interest per annum paid during the year, - - - - -	6 per cent.	
Maximum amount of debt for each month during the year, viz.: January, \$240,670 85; February, \$229,470 22; March, \$215,913 47; April, \$211,932,29; May, \$197,458 00; June, \$172,382 00; July, \$189,065 00; August, \$192,565 00; September, \$187,565 00; October, \$196,268 00; November, \$192,000 00; December, \$196,133 34.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report, - - - - -	103,169 51	
For graduation and masonry paid during the past year, - - - - -	2,947 32	
Total amount expended for graduation and masonry, - - - - -		106,116 83
For wooden bridges, per last report, - - - - -	28,241 22	
For wooden bridges paid during the past year, - - - - -	432 04	
Total amount expended for wooden bridges, - - - - -	28,673 26	
Total amount expended for iron bridges, (if any,) - - - - -	None.	
For superstructure, including iron, per last report, - - - - -	262,540 07	
For superstructure, including iron, paid during the past year, - - - - -	590 87	

Total amount expended for superstructure, including iron, - - - - -		\$263,130 94
For stations, buildings and fixtures, per last report, -	\$34,501 04	
For stations, buildings and fixtures, paid during the past year, - - - - -	1,630 11	
Total amount expended for stations, buildings and fixtures, - - - - -		36,131 15
For land, land-damages and fences, per last report, -	54,353 28	
For land, land-damages and fences, paid during the past year, - - - - -	2,101 17	
Total amount expended for land, land-damages and fences, - - - - -		56,454 45
For locomotives, per last report, - - - - -	27,130 83	
For locomotives, paid during the past year, - - - - -	None.	
Total amount expended for locomotives, - - - - -		27,130 83
For passenger and baggage cars, per last report, -	15,376 14	
For passenger and baggage cars, paid during the past year, - - - - -	730 31	
Total amount expended for passenger and baggage cars, - - - - -		16,106 45
For merchandise cars, per last report, - - - - -	28,033 55	
For merchandise cars, paid during the past year, -	1,000 00	
Total amount expended for merchandise cars, - - - - -		29,033 55
For engineering, per last report, - - - - -	16,170 45	
For engineering paid during the past year, - - - - -	351 45	
Total amount expended for engineering, - - - - -		16,521 90
For agencies and other expenses, per last report, -	47,243 85	
For agencies and other expenses, paid during the past year, - - - - -	None.	
Total amount expended for agencies and other expenses, - - - - -		47,243 85
Total cost of road and equipment, - - - - -		626,513 21

CHARACTERISTICS OF ROAD.

Length of road, - - - - -	27.8 miles.
Length of single main track, - - - - -	Same.
Length of double main track, - - - - -	None.
Length of branches owned by the company, stating whether they have a single or double track, - - - - -	1.045
Aggregate length of sidings and other tracks, excepting main track and branches, - - - - -	1.741
Weight of rail per yard in main road, - - - - -	56 lbs.
Weight of rail per yard in branch roads, - - - - -	56 lbs.
Specify the different weights per yard, - - - - -	56 lbs.
Maximum grade, with its length in main road, - - - - -	4 ft. to a mile; 6.53 miles.
Maximum grade, with its length in branch roads, - - - - -	40 feet to a mile.
Total rise and fall in main road, - - - - -	481.19 feet.
Total rise and fall in branch roads, - - - - -	22.00 feet.
Shortest radius of curvature, with length of curve in main road, - - - - -	1953.32 ft.; length, 2159.35
Shortest radius of curvature, with length of curve in branch roads, - - - - -	[feet.
Total degrees of curvature in main road, - - - - -	300 feet.
Total degrees of curvature in branch roads, - - - - -	681° 60' 44".
Total length of straight line in main road, - - - - -	233°.
Total length of straight line in branches, - - - - -	18.003 miles.
Aggregate length of wooden truss bridges, - - - - -	0.213 of a mile.
Aggregate length of all other wooden bridges, - - - - -	434 feet.
Aggregate length of iron bridges, - - - - -	144 feet.
	None.

Whole length of road unfenced on both sides, -	None.
Number of public ways crossed at grade, -	22
Number of railroads crossed at grade, -	None.
Remarks, - - - - -	
Way stations for express trains, -	None.
Way stations for accommodation trains, -	8
Flag stations, - - - - -	4
Whole number of way stations, -	8
Whole number of flag stations, -	4

DOINGS DURING THE YEAR.

Miles run by passenger trains, - - -	34,806	
Miles run by freight trains, - - -	17,403	
Miles run by other trains, - - -	481	
Total miles run, - - - - -		52,690
Number of passengers carried in the cars, -	69,311	
Number of passengers carried one mile, -	1,125,381	
Number of tons of merchandise carried in the cars, -	20,781	
Number of tons of merchandise carried one mile, -	250,944	
Number of passengers carried one mile, to and from other roads, - - - - -	922,643	
Number of tons carried one mile, to and from other roads, - - - - -	173,181	
Rate of speed adopted for express passenger trains, including stops, - - -	None.	
Average rate of speed actually attained by express passenger trains, including stops and detentions, -	No express train.	
Rate of speed adopted for accommodation trains, -	21½ miles per hour.	
Rate of speed actually attained by accommodation trains, including stops and detentions, -	21½ do do	
Average rate of speed actually attained by special trains, including stops and detentions, - -	21½ do do	
Average rate of speed adopted for freight trains, including stops and detentions, - - -	14 do do	
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, - -	730,905	
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, - -	350,000	

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, -	\$5,685 37	
For repairs of wooden bridges, - - -	120 73	
For renewals of iron, including laying down, -	None.	
For wages of switchmen, av. per mo., \$ -	Total, } 983 96	
For wages of gate-keepers, av. per mo., \$ -		
For wages of signal-men, av. per mo., \$ -		
For wages of watchmen, av. per mo., \$ -		
Number of men employed, exclusive of those engaged in construction, - - - - -	47	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) -	None.	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - -	None.	
Total for maintenance of way, - - - - -		\$6,790 26

MOTIVE POWER AND CARS.

For repairs of locomotives, - - -	\$1,700 56
For new locomotives to cover depreciation, -	None.
For repairs of passenger cars, - - -	975 80

For new passenger cars, to cover depreciation, -	None.
For repairs of merchandise cars, - - -	\$1,100 95
For new merchandise cars, to cover depreciation, -	
For repairs of gravel and other cars, - - -	Included with merchandise.
Total for maintenance of motive power and cars, -	3,777 31
Number of engines, - - - - -	4
Number of passenger cars, - - - - -	7
Number of baggage cars, - - - - -	4
Number of merchandise cars, - - - - -	38
Number of gravel cars, - - - - -	40

MISCELLANEOUS.

For fuel used by engines during the year, viz.,	
Wood, - - - - -	\$5,339 41
Coal, - - - - -	
For oil used by cars and engines, - - - - -	803 62
For waste and other material for cleaning, - - -	64 17
For salaries, wages and incidental expenses charge-	
able to passenger department, - - - - -	4,481 20
For salaries, wages and incidental expenses charge-	
able to freight department, - - - - -	3,894 88
For gratuities and damages, - - - - -	105 00
For taxes and insurance, - - - - -	193 74
For ferries, - - - - -	None.
For repairs of station buildings, aqueducts, fixtures,	
furniture, - - - - -	150 00 Estimated.
For interest, - - - - -	11,489 20 on bonds & debts.
For amount paid other companies, in tolls for pas-	
sengers, and freight carried on their roads, speci-	
fying each company, - - - - -	
For amount paid other companies, as rent for use of	
their roads, specifying each company, - - -	
For salaries of president, treasurer, superintendent,	
law expenses, office expenses of the above offices,	
and all other expenses not included in any of the	
foregoing items, - - - - -	2,690 32
Total miscellaneous, - - - - -	\$29,211 54
Total expenditures for working the road, [not in-	
cluding interest,] - - - - -	28,289 91

INCOME DURING THE YEAR.

For passengers:—

1. On main road, including branches owned by	
company, - - - - -	36,794 31
2. To and from other roads, specifying what, -	

For freight:—

1. On main road and branches owned by com-	
pany, - - - - -	18,407 09
2. To and from other connecting roads, - - -	
U. S. mails, - - - - -	1,400 00
Rents, - - - - -	255 00
Total income, - - - - -	56,856 40
Net earnings, after deducting expenses, [and interest	
on bonded and floating debt, \$11,489 20,] -	17,077 29
[Net income, not deducting interest on debt, -	28,566 49

DIVIDENDS.

Per cent. Total, - - - - -	
Surplus not divided, - - - - -	

Surplus last year, -	-	-	-	-	-
Total surplus, -	-	-	-	-	-
ESTIMATED DEPRECIATION BEYOND THE RENEW-					
ALS, VIZ.:					
Road and bridges, -	-	-	-	-	-
Buildings, -	-	-	-	-	-
Engines and cars, -	-	-	-	-	-

In the total cost of the road and equipment, are included interest paid on assessments, all interest over six per cent., and all discounts on bonds sold.

The sum of \$11,489 20, charged for interest paid during the year, includes interest on the floating debt, and the amount of all coupons for interest on bonds, which have been presented.

The sum of \$2,947 32, paid for graduation and masonry during the year, was all for work done previously to the last Report, but the amount was then unadjusted.

The floating debt, as stated in this Report, \$24,333 34, includes all sums known to be due December 31, 1850, and cash on hand, and sums due for freight, &c., are not deducted.

In the report for 1849, other expenses were blended with the sums paid for engineering. In this Report the amount paid for engineering is charged by itself. The item charged under that head, as paid in 1850, was paid on account of a survey of a contemplated extension of the road, under a vote of the stockholders.

No accident to any passenger, or person employed on the road, has occurred during the year; nor has any passenger, to our knowledge, ever been injured upon this road.

J. H. W. PAGE,
BENJ. BURGESS,
M. S. LINCOLN,
RICHARD BORDEN,
AMOS OTIS.

BARNSTABLE, SS. *Yarmouth, January 17, 1851.* Then the said Amos Otis personally appeared, and made oath that the foregoing Report, by him subscribed, is true, according to his best knowledge and belief,

Before me, SIMEON N. SMALL, *Justice of the Peace.*

BARNSTABLE, SS. *Sandwich, January 28, 1851.* Then the above named J. H. W. Page, Benjamin Burgess, and M. S. Lincoln, personally

appeared, and made oath that the foregoing report, by them subscribed, is true, according to their best knowledge and belief.

Before me, C. B. H. FESSENDEN, *Justice of the Peace.*

SUFFOLK, ss. *Boston, January 29, 1851.* Then the above named Richard Borden personally appeared, and made oath that the foregoing Report, by him subscribed, is true, according to his best knowledge and belief. Before me,

ROBERT B. WILLIAMS, *Justice of the Peace.*

SECOND ANNUAL REPORT
OF THE
CHARLES RIVER BRANCH RAILROAD COMPANY..

To the Honorable Legislature of the Commonwealth of Massachusetts :

The Directors of the Charles River Branch Railroad Company respectfully submit this, their second Annual Report of their doings, &c., to this date.

According to the terms of their charter the stockholders, in July last, duly elected to construct their railroad on that one of the two alternative routes authorized, which connects with the Brookline Branch Railroad.

Careful surveys, for the purpose of fixing the location of a first section of the road thence to Newton Upper Falls, have been completed.

Subscriptions to the capital stock have been made since the last Report, to the amount of 854 shares, nearly all by persons resident, or having interests near the line of said section.

Further contracts for gifts of land have been secured.

It is confidently expected, that the construction of said first section may be effected within the present year. And that the business to be accommodated by the operation of such section, alone, will pay to the company a fair and increasing profit on the investment.

Contracts for iron for said section have been authorized.

And it is intended to construct, also, the residue of the road, as soon as further additions to the stock, &c., shall render it desirable and secure.

Further returns, at this time, are impracticable, owing to the incompleteness of the work.

OTIS PETTEE,
JOHN C. LEE,
EZRA C. HUTCHINS,
MARSHALL S. RICE,
GEORGE REVERE,
EDGAR K. WHITAKER.
ELIJAH PERRY,

Directors.

Boston, February 1, 1851.

SUFFOLK, ss. *Boston, February 5, A. D., 1851, (at 10 $\frac{1}{4}$, A. M.)*
Then personally appeared the above named Otis Pettee, John C. Lee, Ezra C. Hutchins, Marshall S. Rice, George Revere, Edgar K. Whitaker, and Elijah Perry, and made oath, respectively, that the foregoing return, by them subscribed, is true, according to their best knowledge and belief. Before me,

S. F. PLIMPTON, *Justice of the Peace.*

FIFTH ANNUAL REPORT

OF THE

CHESHIRE RAILROAD COMPANY.

Return of the Cheshire Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock,	-	-	-	-	\$1,700,000 00
Increase of capital since last report,	-	-	-	None.	
Capital paid in per last report,	-	-	-	\$1,508,419 50	
Capital paid in since last report,	-	-	-	375 00	
Total amount of capital stock paid in,	-	-	-	-	1,508,794 50
Funded debt, per last report,	-	-	-	606,400 00	
Funded debt, paid since last report,	-	-	-	-	
Funded debt, increase of, since last report,	-	-	-	430,000 00	
Total present amount of funded debt,	-	-	-	-	1,036,400 00
Floating debt, per last report,	-	-	-	443,232 79	
Floating debt, paid since last report,	-	-	-	309,089 43	
Floating debt, increase of, since last report,	-	-	-	-	
Total present amount of floating debt, [cash on hand deducted,]	-	-	-	-	134,143 36
Total present amount of funded and floating debt,	-	-	-	-	1,170,543 36
Average rate of interest per annum paid during the year,	-	-	-	-	7½
Maximum amount of debt for each month during the year, viz.: January, \$1,089,828 09; February, \$1,110,169 68; March, \$1,113,355 19; April, \$1,122,034 03; May, \$1,123,150 76; June, \$1,124,627 94; July, \$1,136,622 47; August, \$1,141,269 97; September, \$1,154,034 45; October, \$1,166,584 64; November, \$1,167,600 56; December, \$1,170,543 36.					
COST OF ROAD AND EQUIPMENT.					
For graduation and masonry, per last report,	-	-	-	-	1,445,246 27
For graduation and masonry paid during the past year,	-	-	-	-	37,508 65
Total amount expended for graduation and masonry,	-	-	-	-	1,482,754 92
For wooden bridges, per last report,	-	-	-	-	41,378 38
For wooden bridges paid during the past year,	-	-	-	-	Nothing.
Total amount expended for wooden bridges,	-	-	-	-	41,378 38
Total amount expended for iron bridges, (if any,)	-	-	-	-	Nothing.
For superstructure, including iron, per last report,	-	-	-	-	460,951 61
For superstructure, including iron, paid during the past year,	-	-	-	-	555 52
Total amount expended for superstructure, including iron,	-	-	-	-	461,507 13
For stations, buildings and fixtures, per last report,	-	-	-	-	52,594 58
For stations, buildings and fixtures, paid during the past year,	-	-	-	-	7,800 31
Total amount expended for stations, buildings and fixtures,	-	-	-	-	60,394 89

For land, land-damages and fences, per last report, -	\$104,594 66	
For land, land-damages and fences, paid during the past year, - - - - -	765 50	
Total amount expended for land, land-damages and fences, - - - - -		\$105,360 16
For locomotives, per last report, - - - - -	67,709 31	
For locomotives, paid during the past year, - - -	Nothing.	
Total amount expended for locomotives, - - -		67,709 31
For passenger and baggage cars, per last report, -	14,600 00	
For passenger and baggage cars, paid during the past year, - - - - -	1,400 00	
Total amount expended for passenger and baggage cars, - - - - -		16,000 00
For merchandise cars, per last report, - - - -	48,695 00	
For merchandise cars, paid during the past year, -	1,251 77	
Total amount expended for merchandise cars, - -		49,946 77
For engineering, per last report, - - - - -	46,137 50	
For engineering, paid during the past year, - -	89 63	
Total amount expended for engineering, - - -		46,227 13
For agencies and other expenses, per last report, -	334,285 95	
For agencies and other expenses, paid during the past year, [including discount on bonds,] - -	73,753 46	
Total amount expended for agencies and other expenses, - - - - -		408,039 41
Total cost of road and equipment, - - - - -		2,739,318 10

CHARACTERISTICS OF ROAD.

Length of road, - - - - -	53 646-1000 miles.
Length of single main track, - - - - -	53 646-1000 "
Length of double main track, - - - - -	None.
Length of branches owned by the company, stating whether they have a single or double track, -	None.
Aggregate length of sidings and other tracks, excepting main track and branches, - - - -	4½ miles.
Weight of rail per yard in main road, - - -	60 pounds.
Weight of rail per yard in branch roads, - -	None.
Specify the different weights per yard, - - -	60 pounds.
Maximum grade, with its length in main road, -	59 664-1000 ft.; 14 9-10
Maximum grade, with its length in branch roads, -	None. [miles.]
Total rise and fall in main road, - - - - -	2377 feet.
Total rise and fall in branch roads, - - - -	Nothing.
Shortest radius of curvature, with length of curve in main road, - - - - -	955 feet; 711 feet long.
Shortest radius of curvature, with length of curve in branch roads, - - - - -	Nothing.
Total degrees of curvature in main road, - -	3152° 18'
Total degrees of curvature in branch roads, -	Nothing.
Total length of straight line in main road, -	31 28-100 miles.
Total length of straight line in branches, - -	None.
Aggregate length of wooden truss bridges, - -	1514 feet.
Aggregate length of all other wooden bridges, -	425 feet.
Aggregate length of iron bridges, - - - - -	None.
Whole length of road unfenced on both sides, -	Nearly all fenced.
Number of public ways crossed at grade, - - -	39
Number of railroads crossed at grade, - - -	None.
Remarks, - - - - -	do
Way stations for express trains, - - - - -	do
Way stations for accommodation trains, - - -	6
Flag stations, - - - - -	4

Whole number of way stations, - - -	6	
Whole number of flag stations, - - -	4	
DOINGS DURING THE YEAR.		
Miles run by passenger trains, - - -	82,758	
Miles run by freight trains, - - -	77,845	
Miles run by other trains, - - -	16,288	
Total miles run, - - -	176,891	
Number of passengers carried in the cars, - -	118,952	
Number of passengers carried one mile, - -	3,835,632	
Number of tons of merchandise carried in the cars, -	66,573	
Number of tons of merchandise carried one mile, -	2,713,425	
Number of passengers carried one mile, to and from other roads, - - -	3,469,425	
Number of tons carried one mile, to and from other roads, - - -	2,613,620	
Rate of speed adopted for express passenger trains, including stops, - - -	None.	
Average rate of speed actually attained by express passenger trains, including stops and detentions, -	None.	
Rate of speed adopted for accommodation trains, -	25 miles per hour.	
Rate of speed actually attained by accommodation trains, including stops and detentions, -	23 14-100 miles per hour	
Average rate of speed actually attained by special trains, including stops and detentions, -	None.	
Average rate of speed adopted for freight trains, including stops and detentions, - -	10 miles per hour.	
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, - -	1,620,362	
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, - -	4,941,734	
EXPENDITURES FOR WORKING THE ROAD.		
For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, - -	\$13,919 59	
For repairs of wooden bridges, - - -	69 26	
For renewals of iron, including laying down, - -	112 09	
For wages of switchmen, av. per mo., \$26, - -	1,776 00	Total, }
For wages of gate-keepers, av. per mo., - -		
For wages of signal men, av. per mo., - -		
For wages of watchmen, av. per mo., \$25, - -	765 65	
Number of men employed exclusive of those engaged in construction, - - -	112	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam power used,) -	1,968 02	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - -	48 35	
Total for maintenance of way, - - -		\$18,658 96
MOTIVE POWER AND CARS.		
For repairs of locomotives, - - -	8,530 79	
For new locomotives, to cover depreciation, -		
For repairs of passenger cars, - - -	2,440 73	
For new passenger cars, to cover depreciation, -		
For repairs of merchandise cars, - - -	2,578 52	
For new merchandise cars, to cover depreciation, -		
For repairs of gravel and other cars, - -	476 06	
Total for maintenance of motive power and cars, -		14,026 10
Number of engines, - - -	9	
Number of passenger cars, - - -	6	

Number of baggage cars, - - - -	4
Number of merchandise cars, [70 8-wheel, 4 4-wheel, equal to] - - - -	144 4-wheel.
Number of gravel cars, - - - -	19

MISCELLANEOUS.

For fuel used by engines during the year, viz.,	-	
Wood, - - - -	-	\$17,571 42
No coal, - - - -	-	
For oil used by cars and engines, - - -	-	3,201 73
For waste and other material for cleaning, -	-	263 37
For salaries, wages and incidental expenses, charge- able to passenger department, - - -	-	9,099 11
For salaries, wages and incidental expenses, charge- able to freight department, - - -	-	11,143 77
For gratuities and damages, - - - -	-	859 65
For taxes and insurance, - - - -	-	8,385 12
For ferries, - - - -	-	None.
For repairs of station buildings, aqueducts, fixtures, furniture, - - - -	-	157 33
For interest, { [Balance, interest account, \$34,779 63, Amount paid on bond-war- rants, due July, 1850, 18,783 00, Amount due on bond-war- rants, due January, 1851, 31,092 00,]	84,654 63	
For amount paid other companies, in tolls for pas- sengers, and freight carried on their roads, speci- fying each company, - - - -	-	Nothing.
For amount paid other companies as rent for use of their roads, specifying each company, - - -	-	Nothing.
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - - -	-	9,220 86
Total miscellaneous, - - - -	-	\$144,556 99
Total expenditures for working the road, [including interest, as above,] - - - -	-	177,242 05

INCOME DURING THE YEAR.

For passengers:—

1. On main road, including branches owned by company, - - - -	10,901 60
2. To and from other roads, specifying what, -	
Fitchburg Railroad, - \$25,422 99,	
Vermont and Mass. Railroad, 8,319 21,	
Sullivan do 12,682 75,	
Vermont Central do 6,853 58,	
Rutland & Burlington do 31,523 24,	
Conn. & Passumpsic do 3,044 13,	
	87,845 90
	98,747 50

For freight:—

1. On main road and branches owned by company,	7,804 41
2. To and from other connecting roads, -	
Fitchburg Railroad, - \$26,985 88,	
Vermont and Mass. Railroad, 7,402 81,	
Sullivan do 11,520 16,	
Vermont Central do 10,843 37,	
Rutland & Burlington do 34,271 06,	

Conn. & Passumpsic Railroad,				\$965 49,	
Ashuelot				do	32 09,
					<hr/>
					\$92,020 86
					<hr/>
U. S. mails,	-	-	-	-	\$99,825 27
Rents, [\$725,]	-	-	-	-	5,729 00
Total income, [\$725; Express, \$1,800; Miscella- neous, \$1,587 61,]	-	-	-	-	4,112 61
					<hr/>
					208,414 38
Net earnings, after deducting expenses,	-	-	-	-	31,172 33
DIVIDENDS.					
Per cent.	Total,	-	-	-	-
Surplus not divided,	-	-	-	-	31,172 33
Surplus last year,	-	-	-	-	20,931 06
Total surplus,	-	-	-	-	52,103 39
ESTIMATED DEPRECIATION BEYOND THE RENEW- ALS, VIZ.					
Road and bridges,	-	-	-	-	-
Buildings,	-	-	-	-	-
Engines and cars,	-	-	-	-	-

The following fatal accidents and serious injuries have occurred during the year 1850 :—

February 16.—George Willard had his leg caught between two rails, at a switch, and was run over by a freight car, and his leg injured so that he has lost the same, but is otherwise well.

May 7.—Ansel Martin, brakeman on freight train, foot run over at Marlborough station, unable to work for some time ; has nearly or quite recovered.

September 7.—In a collision between an extra train of empty passenger cars and a gravel train, Cornelius Hickey and William Coghlin were killed, Dennis Harnett injured so as to require amputation of a leg, Patrick Riley had a leg broken, James Donahoe a foot crushed and part of it cut off, and three or four others were slightly injured ; all laborers on the gravel train. The accident happened early in the morning, and there was, at the time, a dense fog.

THOMAS M. EDWARDS,
SALMA HALE,
THOMAS THACHER,
HIRAM HOSMER,
E. MURDOCK, JR.,
GEORGE HUNTINGTON,
BENJ. F. ADAMS.

SUFFOLK, ss. *January 30, 1851.* Personally appeared the above named Thomas M. Edwards, Salma Hale, Thomas Thacher, Hiram Hosmer, E. Murdock, Jr., and George Huntington, and made oath that the within return, by them subscribed, was correct and true, according to the best of their knowledge and belief. Before me.

HENRY CROCKER, *Justice of the Peace.*

SUFFOLK, ss. *January 31, 1851.* Personally appeared the above B. F. Adams, and made oath that the within return, by him subscribed, is correct and true, according to the best of his knowledge and belief.

Before me, THOMAS THACHER, *Justice of the Peace.*

SIXTH ANNUAL REPORT

OF THE

CONNECTICUT RIVER RAILROAD COMPANY.

Return of the Connecticut River Railroad, under the Act of May 1, 1849, ch. 191.

Capital stock, - - - - -		\$1,750,000 00
Increase of capital since last report, - - -	\$250,000 00	
Capital paid in per last report, - - -	1,283,210 00	
Capital paid in since last report, - - -	307,470 00	
Total amount of capital stock paid in, - - -		1,590,680 00
Funded debt, per last report, - - -	211,000 00	
Funded debt paid since last report, - - -	28,000 00	
Funded debt, increase of, since last report, - - -		
Total present amount of funded debt, - - -		183,000 00
Floating debt, per last report, - - -	288,981 33	
Floating debt paid since last report, - - -	203,781 33	
Floating debt, increase of, since last report, - - -		
Total present amount of floating debt, - - -		85,200 00
Total present amount of funded and floating debt, - - -		268,200 00
Average rate of interest per annum paid during the year, - - - - -	7½ per cent.	
Maximum amount of debt for each month during the year, viz.: January, \$519,081 33; February, \$538,581 33; March, \$547,790 67; April, \$539,634 92; May, \$557,634 92; June, \$505,434 92; July, \$444,434 92; August, \$387,934 92; September, \$335,490 67; October, \$266,500 00; November, \$274,000 00; December, \$274,000 00.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report, - - -	504,679 81	
For graduation and masonry paid during the past year, - - -	6,367 11	
Total amount expended for graduation and masonry, - - -		511,046 92
For wooden bridges, per last report, - - -	40,935 09	
For wooden bridges paid during the past year, - - -	2,040 35	
Total amount expended for wooden bridges, - - -		42,975 44
Total amount expended for iron bridges, (if any,) - - -		
For superstructure, including iron, per last report, - - -	545,103 74	
For superstructure, including iron, paid during the past year, - - -	140 87	
Total amount expended for superstructure, including iron, - - -		545,244 61
For stations, buildings and fixtures, per last report, - - -	109,283 91	
For stations, buildings and fixtures, paid during the past year, - - -	3,330 12	
Total amount expended for stations, buildings and fixtures, - - -		112,614 03
For land, land-damages and fences, per last report, - - -	230,646 31	

For land, land-damages and fences, paid during the past year, - - - -	\$6,593 53	
Total amount expended for land, land-damages and fences, - - - -		\$237,239 84
For locomotives, per last report, - - - -	81,842 87	
For locomotives, paid during the past year, - -	140 00	
Total amount expended for locomotives, - - -		81,980 87
For passenger and baggage cars, per last report, -	23,130 34	
For passenger and baggage cars, paid during the past year, - - - -	220 00	
Total amount expended for passenger and baggage cars, - - - -		23,350 34
For merchandise cars, per last report, - - - -	69,368 28	
For merchandise cars, paid during the past year, -	12,857 00	
Total amount expended for merchandise cars, - -		82,225 28
For engineering, per last report, - - - -	126,585 74½	
For engineering, paid during the past year, - -	241 25	
Total amount expended for engineering, - - -		126,826 99½
For agencies and other expenses, per last report, [$\$35,102\ 69$; less for discrepancy, $\$10\ 00$,]	35,092 69	
For agencies and other expenses, paid during the past year, - - - -	226 12	
Total amount expended for agencies and other expenses, - - - -		35,318 81
Total cost of road and equipment, - - - -		1,798,825 13½

CHARACTERISTICS OF ROAD.

Length of road, - - - -	50 miles.
Length of single main track, - - - -	50 miles.
Length of double main track, - - - -	None, except for turnouts.
Length of branches owned by the Company, stating whether they have a single or double track, -	2 35-100 miles; single track.
Aggregate length of sidings and other tracks, excepting main track and branches, - - -	
Weight of rail per yard in main road, - - -	36 miles, 56 lbs.; balance,
Weight of rail per yard in branch roads, - -	56 lbs. [61 lbs.]
Specify the different weights per yard, - - -	56 and 61 lbs.
Maximum grade, with its length in main road, -	32 ft. per mile for 6½ miles.
Maximum grade, with its length in branch roads, -	18 ft. per mile for 1 1-6 do.
Total rise and fall in main road, - - - -	680 feet.
Total rise and fall in branch roads, - - -	28 feet.
Shortest radius of curvature, with length of curve in main road, - - - -	882 ft. radius; 889 ft. long.
Shortest radius of curvature, with length of curve in branch roads, - - - -	714 ft. radius; 1300 ft. do.
Total degrees of curvature in main road, - -	1854 degrees.
Total degrees of curvature in branch roads, -	449 do.
Total length of straight line in main road, -	35½ miles.
Total length of straight line in branches, - -	1 mile.
Aggregate length of wooden truss bridges, - -	2674 feet.
Aggregate length of all other wooden bridges, -	250 feet pile bridge.
Aggregate length of iron bridges, - - - -	None.
Whole length of road unfenced on both sides, -	About two miles.
Number of public ways crossed at grade, - - -	55
Number of railroads crossed at grade, - - -	2
Remarks, - - - -	
Way stations for express trains, - - - -	No express trains are run.
Way stations for accommodation trains, - - -	11
Flag stations, - - - -	1

Whole number of way stations, - - -	11	
Whole number of flag stations, - - -	1	
DOINGS DURING THE YEAR.		
Miles run by passenger trains, - - -	106,995	
Miles run by freight trains, - - -	36,872	
Miles run by other trains, - - -	8,682	
Total miles run, - - -		152,449
Number of passengers carried in the cars, - - -	305,900	
Number of passengers carried one mile, - - -	3,688,900	
Number of tons of merchandise carried in the cars, - - -	71,824	
Number of tons of merchandise carried one mile, - - -	1,492,308	
Number of passengers carried one mile, to and from other roads, - - -	} No means of ascertaining.	
Number of tons carried one mile, to and from other roads, - - -		
Rate of speed adopted for express passenger trains, including stops, - - -	} No express trains.	
Average rate of speed actually attained by express passenger trains, including stops and detentions, - - -		
Rate of speed adopted for accommodation trains, - - -	23 miles per hour.	
Rate of speed actually attained by accommodation trains, including stops and detentions, - - -	23 do do	
Average rate of speed actually attained by special trains, including stops and detentions, - - -	20 do do	
Average rate of speed adopted for freight trains, including stops and detentions, - - -	10 do do	
Estimated weight in tons, of passenger cars, (not including passengers,) hauled one mile, - - -	4,460,280	
Estimated weight in tons, of merchandise cars, (not including freight,) hauled one mile, - - -	2,764,830	

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, - - -	\$12,813 73	
For repairs of wooden bridges, - - -	256 33	
For renewals of iron, including laying down, - - -		
For wages of switchmen, av. per mo., \$ - - -	Total, } Included in repairs of road.	
For wages of gate-keepers, av. per mo., \$ - - -		
For wages of signal men, av. per mo., \$ - - -		
For wages of watchmen, av. per mo., \$ - - -		
Number of men employed, exclusive of those engaged in construction, - - -	Average number, 150.	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used.) [No reliable estimate of extra steam-power can be made.] - - -	\$990 12	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - - -	Nothing.	
Total for maintenance of way, - - -		\$14,060 18

MOTIVE POWER AND CARS.

For repairs of locomotives, - - -	10,365 14
For new locomotives, to cover depreciation, - - -	
For repairs of passenger cars, - - -	5,247 04
For new passenger cars, to cover depreciation, - - -	
For repairs of merchandise cars, - - -	3,066 41
For new merchandise cars, to cover depreciation, - - -	

For repairs of gravel and other cars, - -	\$879 86	
Total for maintenance of motive power and cars, -		\$19,558 45
Number of engines, - - - -	12	
Number of passenger cars, - - - -	15	
Number of baggage cars, - - - -	5	
Number of merchandise cars, - - - -	248	
Number of gravel cars, - - - -	22	

MISCELLANEOUS.

For fuel used by engines during the year, viz. : -		
Wood, - - - -	\$15,762 00	
[No coal used for fuel for motive power,] -		
For oil used by cars and engines, - -	2,213 00	
For waste and other material for cleaning, - -	257 57	
For salaries, wages and incidental expenses, chargeable to passenger department, - -	18,868 47	
For salaries, wages and incidental expenses, chargeable to freight department, - -	12,406 90	
For gratuities and damages, - - - -	10,869 55	
For taxes and insurance, - - - -	1,180 33	
For ferries, - - - -		
For repairs of station buildings, aqueducts, fixtures, furniture, - - - -	1,514 70	
For interest, - - - -	32,620 14	
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, - - - -		
For amount paid other companies, as rent for use of their roads, specifying each company, - -		
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses, not included in any of the foregoing items, - - - -	7,458 03½	
Total miscellaneous, - - - -		103,150 69½
Total expenditures for working the road, - -		136,769 32½

INCOME DURING THE YEAR.

For passengers:—

1. On main road, including branches owned by company, - - - -	112,917 86
2. To and from other roads, specifying what, -	

For freight:—

1. On main road and branches owned by company, -	71,596 70	
2. To and from other connecting roads, - -		
U. S. mails, - - - -	4,244 80	
Express, - - - -	1,250 00	
Rents, - - - -	1,577 76	
Total income, - - - -		191,587 12
Net earnings, after deducting expenses, - -		54,817 80

DIVIDENDS.

5½ per cent. Total, viz. : 3 per cent., 1st February, and 2½ per cent., 1st August, 1850, - -	70,571 00
Surplus not divided, - - - -	
Surplus last year, - - - -	1,354 23½
Total surplus, - - - -	

ESTIMATED DEPRECIATION BEYOND THE RENEW-
ALS, VIZ.:

Road and bridges, -	-	-	-	-
Buildings, -	-	-	-	-
Engines and cars, -	-	-	-	-

There have been no serious accidents during the year, and no person has been injured.

Accompanying is a copy of a contract made with the Ashuelot Railroad Company, authorized by chap. 238 of the Statutes of 1850 :—

THIS INDENTURE of Lease and Transportation, made this seventh day of December, in the year of our Lord one thousand eight hundred and forty-nine, by and between the Ashuelot Railroad Company, a corporation established by law, in the State of New Hampshire, of the first part, and the Connecticut River Railroad Company, a corporation established in the State of Massachusetts, of the second part, witnesseth,

That whereas the said Ashuelot Railroad Company are about constructing a railroad, from the Cheshire Railroad, at or near the village of Keene, in said New Hampshire, to the western side of Connecticut River, so as to form a junction with the northern terminus of said Connecticut River Railroad, at the northern line of Massachusetts; and whereas said Connecticut River Railroad Company are desirous to form a connection with said Cheshire Railroad, and to secure a continuous line of railroad communication, northerly and easterly; and whereas said Ashuelot Railroad Company, in procuring subscriptions for stock, and raising sufficient capital to construct and complete their railroad, have proceeded upon the understanding that the Connecticut River Railroad Company would run and equip said road so as to secure to stockholders a certain dividend.

Now, therefore, in the furtherance of said purposes, said Companies stipulate and agree, as follows :

Article first. Both Companies, in consideration of the covenants of the other, shall, as soon as may be, procure the legal sanction of the stockholders of each, and of the legislatures of the states in which said roads are located, so far as necessary to accomplish all the objects contemplated by this instrument, and all its stipulations are made with reference to such sanction and ratification.

Article second. Said Ashuelot Railroad Company, in consideration of the covenants of the Connecticut River Railroad Company, herein contained, covenant to build, construct, complete, and open for use, by the first day of January, eighteen hundred and fifty-one, no unforeseen accidents or casualties occurring to prevent, a railroad between the termini before

mentioned, viz., the northern point of the Connecticut River Railroad and said Cheshire Railroad, in Keene, on or near one of the lines surveyed by Capt. John Childe, engineer, including a bridge across Connecticut River.

Said road shall be built in a thorough, substantial manner, with ample width of way, with all necessary bridges, piers, abutments, depot land, station-buildings, wood-houses, tanks, tool-houses, turn-outs, turntables, switches, side-tracks, cattle-guards, fences, erections, structures, and fixtures of every description, reference being had for character, durability, and security of construction to the mode in which the extension of said Connecticut River Railroad, from Greenfield to the Vermont line, was made and built, excepting that the weight of rail need not exceed fifty-eight pounds to the yard.

Article third. As soon as said railroad is constructed and completed, as aforesaid, and accepted by them, as conforming to said stipulations, the needful legal authority being obtained, said Ashuelot Railroad Company shall make, execute and deliver to said Connecticut River Railroad Company a good and sufficient lease of said railroad, with all buildings, fixtures, and easements, throughout the whole line for the term of ten years from said acceptance, with the privilege of renewal to said Connecticut River Railroad Company, for the additional term of another ten years, with the same provisions, rights, and duties, as for the first term, excepting the per centage, on the cost paid as rent, shall not exceed eight per cent., or one per cent. additional to the first term. Until said lease is so made and delivered this instrument shall, to all intents and purposes, operate as such lease, and said Ashuelot Railroad Company, do therefore, hereby agree and covenant, that said Connecticut River Railroad Company shall hold and enjoy said premises, privileges, and appurtenances, aforesaid, for the term and terms aforesaid, to be fully complete and ended.

Article fourth. To enable said Connecticut River Railroad Company fully to enjoy and improve said granted property, rights, and privileges, said Ashuelot Railroad Company, hereby constitute and appoint said Connecticut River Railroad Company their attorney and agent, irrevocable, with full power to use the name, and powers of said Ashuelot Railroad Company, in the repair, management, and running and use of their road, and the premises aforesaid, and all the rights and franchises appertaining thereto, including the power to establish and collect tolls, fares, freight earnings, rents, dues, and demands, of every description, for their sole use and behoof, for said periods of time. Also, to make all contracts and obligations, and generally to do and perform all acts in the premises, which said Ashuelot Railroad Company might lawfully do,

with full power to use the corporate seal of said Company, and to use the name of said Company, in all suits or proceedings, in law or equity, to employ and substitute, any attorney or attorneys, and to revoke their powers at any time, for the purposes aforesaid, and to secure the complete and beneficial enjoyment and use of the premises, privileges, and franchises herein contemplated, or hereafter to be secured, in a lease or instrument between the parties ; and any such lease or instrument shall contain the same powers and letters of attorney, and constitute said Connecticut River Railroad Company such attorney, as above stipulated.

Article fifth. Said Ashuelot Railroad Company further covenant to create no incumbrance or mortgage, on the premises aforesaid, prior to or during the period of lease ; but they may issue bonds or notes to the amount of two hundred thousand dollars.

Said Ashuelot Railroad Company also covenant and agree, that during said period they will continue, and preserve the legal organization of said Company, by holding meetings, choosing officers, keeping records, complying with the provisions of their charter, and the requirements of law, and all the acts of its Legislature, and doing all other acts necessary and proper to carry out the objects of this indenture.

And if by any acts or default, or wrong or negligence of said Ashuelot Railroad Company, said Connecticut River Railroad Company shall be deprived of the beneficial use and enjoyment of said railroad, and privileges and easements, and property leased, said Connecticut River Railroad Company shall, at their own option, but not at the option of said Ashuelot Railroad Company, have the right to determine the lease, and be discharged from the payment of rent, and from other duties and obligations herein assumed, or they may continue said lease, and resort to other remedies, and if the principal or interest on the notes or bonds aforesaid, shall not be paid according to their terms, said Connecticut River Railroad Company shall have the right to retain from the rent, and pay the same out of the said rent.

Article sixth. The cost of preliminary surveys, salaries, engineering interest on all assessments, and other customary and necessary contingencies, together with such additional fixtures, lands, turnouts, buildings required for use and the accommodation of the road, after acceptance by the lessees, which the said Ashuelot Railroad Company may be required to furnish, as also all repairs manifestly resulting from defective construction of the road, which are to be made at the expense of said lessors, may be charged to construction account.

Any defects, which, after acceptance, may be discovered in the construction of said road, and fitting it for use and running, and which are the consequence of imperfect construction, under the stipulations as to

the mode of building, shall be made good at the cost and expense of said Ashuelot Railroad Company, and said Connecticut River Railroad Company shall have a right to retain income, and rent to meet the same, and the same shall be charged to construction account.

Article seventh. The said Connecticut River Railroad Company, on their part, in consideration of the covenants of said Ashuelot Railroad Company, and of their fulfilling their duties, and stipulations and obligations, so far as to secure the quiet use and enjoyment of said road and franchises, covenant and agree with said Ashuelot Railroad Company, their successors and assigns, that as rent, or compensation for the use of said road and franchises, and premises hereby demised, they will pay three and a half per cent semi-annually, on the cost of constructing and completing said road, ready for use, and one hundred and fifty dollars per annum, in addition, for the period of ten years from acceptance, or use commenced, with the privilege, on their part, of renewal of said lease, for another term of ten years additional, on the same stipulations, and with the same rights and privileges, in all respects, excepting the payment of four per cent. semi-annually, on said cost of construction; and the cost of constructing and completing, and nothing more, shall be the basis of calculating interest.

Article eighth. Said Company also covenant with said Ashuelot Railroad Company, to equip and run said railroad in the same manner, and with such equipments as they use and run upon their own road, for said periods of time; and in relation thereto to fulfil the duties imposed by the charter of said Ashuelot Railroad Company, reserving, however, the right to establish the rate of tolls, fares, freight, and transportation, and the number and frequency of trains, under the restriction of the charter above described.

Article ninth. Said Connecticut River Railroad Company also covenant to save said Ashuelot Railroad Company harmless from all loss, damage, expense and cost, on account of losses and injuries, and damages arising from running said road, and transporting passengers and freight, and baggage, meaning that they will assume the duties and liabilities of common carriers, or carriers for hire, and save said Ashuelot Railroad Company harmless from any such liability and expense, and from expenses and losses incident to, and the consequence of running said road.

Article tenth. Said Connecticut River Railroad Company also covenant and agree to keep said road, buildings, fixtures, fences and appurtenances in good and sufficient repair, ordinary wear and tear, and damages by fire excepted; and also that they will procure full insurance on buildings and bridges, for the benefit of the lessors, as the rules of approved insurance companies prescribe; and at the expiration of said

term or terms, deliver up the property leased in good condition, except as aforesaid.

Article eleventh. Four commissioners, consisting of two stockholders from each company, who shall not be stockholders in both companies, appointed by the companies or their directors respectively, shall be vested with full powers to adjust all matters in dispute that may exist hereafter, between the parties, after the lease shall begin to run, and after acceptance, in relation to the true intent and meaning of this instrument, or any hereafter made between the parties, in pursuance of it, who shall serve till others are appointed in their stead. If they cannot unanimously agree, the matter in dispute shall be submitted to three arbitrators, one to be chosen by the said commissioners of each company, which two shall choose a third and chairman, whose decision, whether unanimous, or by a majority, shall be binding on the parties.

Article twelfth. The engineer, to be employed in building and completing said railroad, with fixtures and buildings, shall be appointed by the respective boards of directors of the companies, and the engineer of said Connecticut River Railroad Company, may consult with such engineer during construction, and the Connecticut River Railroad Company may supervise and direct as to the mode and manner, and expense and plan of building depots, station-buildings, water-tanks, turn-tables, and other fixtures.

Article thirteenth. If any dispute or disagreement shall arise, as to the construction of said road, or its completion for use, or its fitness for acceptance, and use by said Connecticut River Railroad Company, under the provisions of this lease, each board of directors shall choose a suitable arbitrator, which two shall choose a third, an engineer, all disinterested and competent, who shall view and determine, as to the sufficiency of the work; and if they shall decide that further work shall be done, and that it is not completed according to the stipulations aforesaid, they may direct specifically what more shall be done. When they shall determine, that the terms of the contract as to building have been complied with, then rent shall commence, and said Connecticut River Railroad Company shall accept and run the said road.

In witness whereof, said parties, by their agents, officers, and committees, have hereunto interchangeably set their hands, and the seals of their respective corporations.

The Ashuelot Railroad Company, by

JOHN H. FULLER,
And seal of A. R. R. Co.

The Connecticut River Railroad Company, by

HENRY W. CLAPP,

ERASTUS HOPKINS,

SAMUEL HENSHAW.

And seal of C. R. R. Co.

The undersigned, a committee on the part of the Ashuelot Railroad Company, hereby approve the aforesaid instrument, and its provisions, and authorize and empower the signature of the President of said Company thereto.

JOHN ELLIOT,

JNO. PRENTISS,

A. H. BENNETT,

JONATHAN BROWN,

JOHN STRATTON,

CEPHAS ROOT.

The Connecticut River Railroad Company hereby covenant and agree, that the fifth article, in the foregoing contract or lease, may be so construed, as to permit the Ashuelot Railroad Company to mortgage their railroad and property, described in the foregoing contract or lease, to secure the payment and interest on their bonds, to an amount not exceeding two hundred thousand dollars.

It is further understood and agreed, also, that any mortgage, so made, or executed, shall restrict the mortgagees from taking possession of the road or property mortgaged, except for condition broken, in payment of interest or principal.

In witness whereof, the Connecticut River Railroad Company, by their committee, have hereunto set their hands and the seal of said corporation, this twentieth day of December, A. D. 1849.

The Connecticut River Railroad Company, by

HENRY W. CLAPP,

ERASTUS HOPKINS,

SAMUEL HENSHAW.

And seal of C. R. R. Co.

The Ashuelot Railroad Company, by

JOHN H. FULLER.

And seal of A. R. R. Co.

JOHN ELLIOT,

JNO. PRENTISS,

A. H. BENNETT,

JONATHAN BROWN,

JOHN STRATTON,

CEPHAS ROOT.

No entrance upon said road, under said contract, has yet been made.

CHESTER W. CHAPIN,
SAMUEL HENSHAW,
IGNATIUS SARGENT,
LEMUEL POPE,
JAMES K. MILLS,
HENRY W. CLAPP,

Directors.

Boston, January 30, 1851.

SUFFOLK, TO WIT. *January 30, 1851.* Personally appeared the above named Chester W. Chapin, Samuel Henshaw, Ignatius Sargent, Lemuel Pope, James K. Mills, and Henry W. Clapp, and made solemn oath, that the above statement is true, according to their best knowledge and belief. Before me,

W. E. BATES, *Justice of the Peace,*
in and for all the Counties of the Commonwealth.

FIFTH ANNUAL REPORT

OF THE

DORCHESTER AND MILTON BRANCH RAILROAD
COMPANY.

Return of the Dorchester and Milton Branch Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock, - - - - -		\$130,000 00
Increase of capital since last report, - - -	None.	
Capital paid in per last report, - - -	\$73,340 00	
Capital paid in since last report, - - -	None.	
Total amount of capital stock paid in, - - -		73,340 00
Funded debt, per last report, - - -	51,085 79	
Funded debt paid since last report, - - -	None.	
Funded debt, increase of, since last report, - - -	1,414 21	
Total present amount of funded debt, - - -		52,500 00
Floating debt, per last report, - - -	3,585 00	
Floating debt paid since last report, - - -	None.	
Floating debt, increase of, since last report, - - -	2,746 72	
Total present amount of floating debt, - - -		6,331 72
Total present amount of funded and floating debt, - - -		58,831 72
Average rate of interest per annum paid during the year, - - - - -	6½ per cent.	
Maximum amount of debt for each month during the year, viz.: January, \$54,668 11; February, \$57,764 31; March, \$57,852 31; April, \$57,915 31; May, \$58,170 31; June, \$58,170 31; July, \$58,451 57; August, \$58,451 57; September, \$58,664 67; October, \$58,694 67; November, \$58,831 72; December, \$58,831 72.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report, - - -	40,686 80	
For graduation and masonry paid during the past year, - - -	15 00	
Total amount expended for graduation and masonry, - - -		40,701 80
For wooden bridges, per last report, - - -	6,209 02	
For wooden bridges paid during the past year, - - -	None.	
Total amount expended for wooden bridges, - - -		6,209 02
Total amount expended for iron bridges, (if any,) - - -	None.	
For superstructure, including iron, per last report, - - -	30,237 93	
For superstructure, including iron, paid during the past year, - - -	None.	
Total amount expended for superstructure, including iron, - - -		30,237 93
For stations, buildings and fixtures, per last report, - - -	11,493 19	
For stations, buildings and fixtures, paid during the past year, - - -	None.	
Total amount expended for stations, buildings and fixtures, - - -		11,493 19

For land, land-damages and fences, per last report,	\$24,800 32	
For land, land-damages and fences, paid during the past year,	4,050 43	
Total amount expended for land, land-damages and fences,		\$28,850 75
For locomotives, per last report,		} See Old Colony Company's Report.
For locomotives, paid during the past year,		
Total amount expended for locomotives,		
For passenger and baggage cars, per last report,		
For passenger and baggage cars, paid during the past year,		
Total amount expended for passenger and baggage cars,		
For merchandise cars, per last report,		
For merchandise cars, paid during the past year,		
Total amount expended for merchandise cars,		
For engineering, per last report,	10,055 19	
For engineering, paid during the past year,	None.	
Total amount expended for engineering,		10,055 19
For agencies and other expenses, per last report,	4,528 34	
For agencies and other expenses, paid during the past year,	95 50	
Total amount expended for agencies and other expenses,		4,623 84
Total cost of road,		132,171 72*

CHARACTERISTICS OF ROAD.

Length of road,	3 miles, 1300 feet.
Length of single main track,	3 miles, 1300 feet.
Length of double main track,	None.
Length of branches owned by the Company, stating whether they have a single or double track,	None.
Aggregate length of sidings and other tracks, excepting main track and branches,	
Weight of rail per yard in main road,	52 lbs. per yard.
Weight of rail per yard in branch roads,	
Specify the different weights per yard,	[6600 feet.
Maximum grade, with its length in main road,	39 6-10 ft.; whole distance,
Maximum grade, with its length in branch roads,	
Total rise and fall in main road,	54½ feet.
Total rise and fall in branch roads,	
Shortest radius of curvature, with length of curve in main road,	410 ft. radius; length, 200 ft.
Shortest radius of curvature, with length of curve in branch roads,	
Total degrees of curvature in main road,	257½°
Total degrees of curvature in branch roads,	
Total length of straight line in main road,	2 42-100 miles.
Total length of straight line in branches,	
Aggregate length of wooden truss bridges,	101 feet.
Aggregate length of all other wooden bridges,	
Aggregate length of iron bridges,	
Whole length of road unfenced on both sides,	

* Whenever the instalments of rent, &c., due from the Old Colony Railroad Company to the Branch for the last year's rent, which are now detained by the Old Colony Company, shall be paid to the Branch as claimed, it is estimated that the sum of about \$4,000 can be applied to the reduction of the present construction account, thereby reducing the same from \$132,171 72 to \$128,171 72.

Number of public ways crossed at grade, -	-	2
Number of railroads crossed at grade, -	-	None.
Remarks, -	-	-
Way stations for express trains, -	-	-
Way stations for accommodation trains, -	-	-
Flag stations, -	-	2
Whole number of way stations, -	-	3
Whole number of flag stations, -	-	2

DOINGS DURING THE YEAR.

Miles run by passenger trains, -	-	See Old Colony Company's
Miles run by freight trains, -	-	Report.
Miles run by other trains, -	-	-
Total miles run, -	-	-
Number of passengers carried in the cars, -	-	-
Number of passengers carried one mile, -	-	-
Number of tons of merchandise carried in the cars, -	-	-
Number of tons of merchandise carried one mile, -	-	-
Number of passengers carried one mile, to and from other roads, -	-	-
Number of tons carried one mile, to and from other roads, -	-	-
Rate of speed adopted for express passenger trains, including stops, -	-	-
Average rate of speed actually attained by express passenger trains, including stops and detentions, -	-	-
Rate of speed adopted for accommodation trains, -	-	-
Rate of speed actually attained by accommodation trains, including stops and detentions, -	-	-
Average rate of speed actually attained by special trains, including stops and detentions, -	-	-
Average rate of speed adopted for freight trains, including stops and detentions, -	-	-
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, -	-	-
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, -	-	-

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, -	-	do
For repairs of wooden bridges, -	-	-
For renewals of iron, including laying down, -	-	-
For wages of switchmen, av. per mo., \$ -	-	-
For wages of gate-keepers, av. per mo., \$ -	-	-
For wages of signal men, av. per mo., \$ -	-	-
For wages of watchmen, av. per mo., \$ -	-	-
Number of men employed, exclusive of those engaged in construction, -	-	-
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) -	-	-
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, -	-	-
Total for maintenance of way, -	-	-

MOTIVE POWER AND CARS.

For repairs of locomotives, -	-	do
For new locomotives, to cover depreciation, -	-	-
For repairs of passenger cars, -	-	-
For new passenger cars, to cover depreciation, -	-	-

For repairs of merchandise cars, - - -	-
For new merchandise cars, to cover depreciation, -	-
For repairs of gravel and other cars, - - -	-
Total for maintenance of motive power and cars, -	-
Number of engines, - - -	-
Number of passenger cars, - - -	-
Number of baggage cars, - - -	-
Number of merchandise cars, - - -	-
Number of gravel cars, - - -	-

MISCELLANEOUS.

For fuel used by engines during the year, viz. :	do
Wood, - - - - -	-
Coal, - - - - -	-
For oil used by cars and engines, - - -	-
For waste and other material for cleaning, -	-
For salaries, wages and incidental expenses, charge- able to passenger department, - - -	-
For salaries, wages and incidental expenses, charge- able to freight department, - - -	-
For gratuities and damages, - - -	-
For taxes and insurance, - - -	-
For ferries, - - -	-
For repairs of station buildings, aqueducts, fixtures, furniture, - - -	-
For interest, - - -	-
For amount paid other companies, in tolls for pas- sengers, and freight carried on their roads, speci- fying each company, - - -	-
For amount paid other companies, as rent for use of their roads, specifying each company, - -	-
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - -	-
Total miscellaneous, - - -	-
Total expenditures for working the road, - -	-

INCOME DURING THE YEAR.

For passengers :—	
1. On main road, including branches owned by Co.,	do
2. To and from other roads, specifying what, -	-
For freight :—	
1. On main road and branches owned by company,	
2. To and from other connecting roads, - -	-
U. S. mails, - - -	-
Rents, - - -	-
Total income, - - -	-
Net earnings, after deducting expenses, - -	-

DIVIDENDS.

Per cent. Total, - - -	None.
Surplus not divided, - - -	-
Surplus last year, - - -	-
Total surplus, - - -	-

ESTIMATED DEPRECIATION BEYOND THE RENEW-
ALS, VIZ.:

Road and bridges, - - -	-
Buildings, - - -	-
Engines and cars, - - -	-

NOTE.—This Branch is under lease to the Old Colony Railroad Corporation, and has been, since it was made ready for equipment, which was in December, 1847. It was then furnished and equipped by that corporation, and has since been run by it,—the lease taking effect on the 1st January, 1848; therefore, some of the information called for above, cannot be furnished by us; but it will doubtless be furnished by the Report from that corporation. The terms of the lease are set forth in full, in the Annual Reports of Railroad Corporations, Senate, No. 26, for 1847, page 127.

EDWARD KING,
NATH. F. SAFFORD,
E. H. R. RUGGLES,
LYMAN KINSLEY,
WM. PEIRCE,
Directors.

COMMONWEALTH OF MASSACHUSETTS.

NORFOLK, ss. *Milton, January 29, 1851.* Then personally appeared the above named Lyman Kinsley, and Wm. Peirce, and made oath that the foregoing report, by them subscribed, is just and true, according to the best of their knowledge and belief. Before me,

J. M. CHURCHILL, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

NORFOLK, ss. *Dorchester, January 30, 1851.* Then personally appeared Edward King, one of the above named directors, and made oath that the foregoing report, by him subscribed, is just and true, according to the best of his knowledge and belief. Before me,

LEWIS PIERCE, *Justice of the Peace.*

NORFOLK, ss. *January 28, 1851.* Then personally appeared said E. H. R. Ruggles, and made oath that the foregoing is true, according to his best knowledge and belief. Before me,

N. F. SAFFORD, *Justice of the Peace.*

MIDDLESEX, ss. *January 31, 1851.* Then personally appeared said N. F. SAFFORD, and made oath that the foregoing return is true, according to the best of his knowledge and belief. Before me,

TAPPAN WENTWORTH, *Justice of the Peace.*

FIFTEENTH ANNUAL REPORT
OF THE
EASTERN RAILROAD COMPANY.

Return of the Eastern Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock, [whole amount authorized to create,]		\$3,150,000 00
Increase of capital since last report, - - -	Nothing.	
Capital paid in per last report, - - -	\$2,850,000 00	
Capital paid in since last report, - - -	None.	
Total amount of capital stock paid in, - - -		2,850,000 00
Funded debt, per last report, - - -	500,000 00	
Funded debt paid since last report, - - -	None.	
Funded debt, increase of, since last report, - - -	None.	
Total present amount of funded debt, - - -		500,000 00
Floating debt, per last report, - - -	572,753 41	
Floating debt paid since last report, - - -	91,600 11	
Floating debt, increase of, since last report, - - -		
Total present amount of floating debt, [including dividends and surplus income,] - - -		481,153 30
Total present amount of funded and floating debt, -		981,153 30
Average rate of interest per annum paid during the year, - - -	5 47-100 per cent.	
Maximum amount of debt for each month during the year, viz.: January, \$497,027 78; February, \$526,072 78; March, \$524,364 90; April, \$532,534 00; May, \$520,034 00; June, \$493,045 00; July, \$420,718 12; August, \$355,716 12; September, \$370,529 75; October, \$320,758 00; November, \$281,558 00; December, \$288,058 00.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report, -	641,625 18	
For graduation and masonry paid during the past year, - - -	Nothing.	
Total amount expended for graduation and masonry, -		641,625 18
For wooden bridges, per last report, - - -	278,573 94	
For wooden bridges paid during the past year, -	Nothing.	
Total amount expended for wooden bridges, - - -		278,573 94
Total amount expended for iron bridges, (if any), -	Nothing.	
For superstructure, including iron, per last report, -	952,171 74	
For superstructure, including iron, paid during the past year, - - -	Nothing.	
Total amount expended for superstructure, including iron, - - -		952,171 74
For stations, buildings and fixtures, per last report, -	451,598 06	
For stations, buildings and fixtures, paid during the past year, - - -	1,685 62	
Total amount expended for stations, buildings and fixtures, - - -		453,283 68

For land, land-damages and fences, per last report, -	\$270,017 67	
For land, land-damages and fences, decreased during the past year, - - - - -	1,417 57	
Total amount expended for land, land-damages and fences, - - - - -		\$268,600 10
For locomotives, per last report, - - - - -	139,037 85	
For locomotives, paid during the past year, - - - - -		
Total amount expended for locomotives, - - - - -		139,037 85
For passenger and baggage cars, per last report, -	107,710 85	
For passenger and baggage cars, paid during the past year, - - - - -		
Total amount expended for passenger and baggage cars, - - - - -		107,710 85
For merchandise and gravel cars, per last report, -	95,242 49	
For merchandise and gravel cars, paid during the past year, - - - - -		
Total amount expended for merchandise and gravel cars, - - - - -		95,242 49
For engineering, per last report, - - - - -	183,287 49	
For engineering paid during the past year, - - - - -	858 35	
Total amount expended for engineering, - - - - -		184,145 84
For agencies and other expenses, per last report, -		
For agencies and other expenses, paid during the past year, - - - - -		
Total amount expended for agencies and other expenses, - - - - -		
Total cost of road and equipment, - - - - -		3,120,391 67

CHARACTERISTICS OF ROAD.

	Main Road.	Marble'd Branch.	Gloucester Branch.	Salisbury Branch.
Length of road, - - - - - [Miles,	38.1063			
Length of single main track, - - - - - [do	22.1063			
Length of double main track, - - - - - [do	16			
Length of branches owned by the company, stating whether they have a single or double track, - - - - - [Single track.	-	3 miles	13.507	3.4112
Aggregate length of sidings and other tracks, excepting main track and branches, - [Miles,	1.4365			
Weight of rail per yard in main road, [Pounds,	45, 57, and 61.			
Weight of rail per yard in branch roads, - - - - -	-	46 lbs.	46 lbs.	46 lbs.
Specify the different weights per yard, - - - - -				
Maximum grade, with its length in main road, -	40 ft.			
Maximum grade, with its length in branch roads, -	-	40 ft.	45 ft.	41 ft.
Total rise and fall in main road, - - - - -	578.297			
Total rise and fall in branch roads, - - - - - [ft.	-		3326 ft.	39½ ft.
Shortest radius of curvature, with length of curve in main road, - - - - - [Radius, 1140 ft.,	1000 ft.			
Shortest radius of curvature, with length of curve in branch roads, - - - - - [Radius, 1146 ft.,	-	900 ft.	1910 ft.	400 ft.
Total degrees of curvature in main road, - - - - -	450°			
Total degrees of curvature in branch roads, - - - - -	-		451°	283°
Total length of straight line in main road, - [Miles,	28.4950			
Total length of straight line in branches, - [do	-	1.3310		2.1662
Aggregate length of wooden truss bridges, - - - - -	2,218 feet.			
Aggregate length of all other wooden bridges, - - - - -	7,229 feet.			
Aggregate length of iron bridges, - - - - -	None.			
Whole length of road unfenced on both sides, - - - - -				
Number of public ways crossed at grade, - - - - -	60			
Number of railroads crossed at grade, - - - - -	2			
Remarks, - - - - -				

Way stations for express trains, - - -	1
Way stations for accommodation trains, - - -	13
Flag stations, - - -	7
Whole number of way stations, - - -	13
Whole number of flag stations, - - -	7

DOINGS DURING THE YEAR.

Miles run by passenger trains, - - -	241,538	
Miles run by freight trains, - - -	37,433	
Miles run by other trains, - - -	32,033	
Total miles run, - - -		311,004
Number of passengers carried in the cars, - - -	1,006,552½	
Number of passengers carried one mile, - - -	14,656,349	
Number of tons of merchandise carried in the cars, - - -	71,586	
Number of tons of merchandise carried one mile, - - -	1,829,530	
Number of passengers carried one mile, to and from other roads, - - -	2,361,501	
Number of tons carried one mile, to and from other roads, - - -	227,019	
Rate of speed adopted for express passenger trains, including stops, - - -	22 miles.	
Average rate of speed actually attained by express passenger trains, including stops and detentions, - - -	21 do	
Rate of speed adopted for accommodation trains, - - -	21 do	
Rate of speed actually attained by accommodation trains, including stops and detentions, - - -	About 20 miles.	
Average rate of speed actually attained by special trains, including stops and detentions, - - -	22 miles.	
Average rate of speed adopted for freight trains, including stops and detentions, - - -	15 do	
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, - - -	3,623,616	
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, - - -	2,806,132	

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, - - -	\$22,538 65	
For repairs of wooden bridges, - - -	4,425 33	
For renewals of iron, including laying down, [charged in renewals, below.]		
For wages of switchmen, av. per mo., \$28 44, - - -	Total, } \$3,533 46	
For wages of gate-keepers, av. per mo., \$17½, - - -		
For wages of signal-men, av. per mo., \$17½, - - -		
For wages of watchmen, av. per mo., \$25, - - -		
Number of men employed, exclusive of those engaged in construction, - - -	228	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) - - -	\$621 02	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - - -	1,367 61	
Total for maintenance of way, - - -		\$32,486 07

MOTIVE POWER AND CARS.

For repairs of locomotives, - - -	12,235 28
For new locomotives to cover depreciation, [see Renewals.] - - -	
For repairs of passenger cars, - - -	8,326 91
For new passenger cars, to cover depreciation, - - -	
For repairs of merchandise cars, - - -	1,100 14

For new merchandise cars, to cover depreciation, -		
For repairs of gravel and other cars, -	\$502 17	
Total for maintenance of motive power and cars, -		\$22,164 50
Number of engines, - - - -	21	
Number of passenger cars, - - - -	49	
Number of baggage cars, - - - -	6	
Number of merchandise cars, - - - -	104	
Number of gravel cars, - - - -	45	
Number of mail cars, - - - -	2	

MISCELLANEOUS.

For fuel used by engines during the year, viz.,		
Wood, [9,994½ cords,] - - - -	46,273 40	
Coal, - - - -		
For oil used by cars and engines, [4,452 gallons,] -	4,174 38	
For waste and other material for cleaning, [10,149 pounds,] - - - -	642 27	
For salaries, wages and incidental expenses chargeable to passenger department, - - - -	48,200 16	
For salaries, wages and incidental expenses chargeable to freight department, - - - -	8,938 32	
For gratuities and damages, [see Gratuities, below.]	456 48	
For taxes and insurance, - - - -	4,941 44	
For ferries, - - - -	7,386 55	
For repairs of station buildings, aqueducts; fixtures, furniture, - - - -	1,526 38	
For interest, - - - -	36,442 56	
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, - - - -		
For amount paid other companies, as rent for use of their roads, specifying each company, - - - -		
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - - -	8,028 04	
Total miscellaneous, - - - -		167,009 98
Total expenditures for working the road, -		221,660 55

INCOME DURING THE YEAR.

For passengers:—

1. On main road, including branches owned by company, - - - -	334,896 55	
2. To and from other roads, specifying what, [Portland, Saco, and Portsmouth,] - - - -	50,711 62	

For freight:—

1. On main road and branches owned by company, -	62,834 52	385,608 17
2. To and from other connecting roads, - - - -	4,739 19	
		67,573 71
U. S. mails, [\$3,324 ; miscellaneous, \$14,647 32,] -		22,971 32
Rents, [and property accounts,] - - - -		62,923 23
Total income, - - - -		539,076 43
Net earnings, after deducting expenses, - - - -		317,415 88

DIVIDENDS.

8 Per cent. Total, - - - -		267,400 00
Surplus not divided, - - - -		50,015 88
Surplus last year, - - - -		162,850 60
Total surplus, - - - -		212,866 48

[From which there has been expended for renewals, beyond the sales of old iron, and other materials,			
On road and bridges,	-	-	\$95,248 46
On buildings,	-	-	1,266 37
On engines and cars,	-	-	10,489 64
Gratuities and damages, appurtenant to former years,			107,004 47
			42,340 74
			<u>149,345 21</u>
Balance of surplus, December 31, 1850,	-	-	63,521 27

CONDENSED STATEMENT OF THE FOREGOING RETURN.

Cost of road. Construction account,	-	-	\$3,120,391 67
Capital paid in,	-	-	\$2,850,000 00
Funded debt,	-	-	500,000 00
			<u>3,350,000 00</u>
Balance,	-	-	229,608 33
Balances due, called floating debt,	-	-	481,153 30
			<u>710,761 63</u>
Total,	-	-	710,761 63
Invested in real estate, stock bonds, cash, balances due, and materials on hand for future use,	-	-	710,761 63
Income from railroad,	-	-	\$476,153 20
Current expenses,	-	-	183,088 88
			<u>293,064 32</u>
Balance,	-	-	18,000 00
Deduct for renewals, &c.,	-	-	
			<u>\$275,064 32</u>
Income from property and other sources,			75,652 78
Interest, taxes, and expenses on same,			51,301 22
			<u>24,351 56</u>
Net income from road and property,	-	-	299,415 88
Dividend, 8 per cent.,	-	-	267,400 00
			<u>32,015 88</u>
Surplus for the year,	-	-	162,850 60
Surplus, December 31, 1849,	-	-	
			<u>194,866 48</u>
Total surplus, December 31, 1850,	-	-	131,345 21
From which, deduct renewals and contingencies, paid,			
			<u>\$63,521 27</u>
Surplus, December 31, 1850.	-	-	

The Directors of the Eastern Railroad submit the preceding Report of the doings and income of the Company, for the year ending December 31, 1850.

The statistics are those of the road in this State, the income and expenditures of the combined roads in Massachusetts and New Hampshire, respecting which they beg leave to refer to the Report of last year.

The stock of the company not having been available at par, no action toward the construction of the road from North Chelsea into Boston, has been taken. As the time limited for its location will expire in the spring, the company have asked an extension to enable them to avail of its provisions, whenever the stock can be disposed of at the rate stipulated in the act.

ACCIDENTS.—*August 5.*—The train that left Boston for Gloucester, came in collision with a coal train on the crossing of the Essex Railroad in Salem; Mr. Henry Knowles, the engineer, had his head bruised, and his right arm crushed, so that it was necessary to amputate it. He has since recovered.

August 17.—Abraham Thompson, of Salem, while walking on the track near Castle Hill, in Salem, was struck by the train and had his foot crushed, so that it was necessary to amputate the same.

October 23.—The engine struck a man who was walking between the tracks in Lynn, and slightly injured him. Name unknown.

D. A. NEAL,
ICHABOD GOODWIN,
ISAIAH BREED,
SAMUEL PHILBRICK,
ALBERT THORNDIKE,
S. HOOPER.

SUFFOLK, ss. *Boston, January 30, 1851.* The above named D. A. Neal, Ichabod Goodwin, Isaiah Breed, Samuel Philbrick, and Albert Thorndike, personally appeared before me, and made solemn oath, that the above statement subscribed by them, is true, according to their best knowledge and belief.

GEORGE W. CROCKETT, *Justice of the Peace.*

SUFFOLK, ss. *Boston, January 31, 1851.* The above named S. Hooper personally appeared before me, and made solemn oath that the above statement subscribed by him, is true, according to his best knowledge and belief.

GEORGE W. CROCKETT, *Justice of the Peace.*

FIFTH ANNUAL REPORT
OF THE
ESSEX RAILROAD COMPANY.

Return of the Essex Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock, - - - - -		\$700,000 00
Increase of capital since last report, - - - - -		
Capital paid in per last report, - - - - -	\$283,267 31	
Capital paid in since last report, - - - - -	11,610 00	
Total amount of capital stock paid in, - - - - -		294,877 31
Funded debt, per last report, - - - - -	139,911 39	
Funded debt, paid since last report, - - - - -		
Funded debt, increase of, since last report, - - - - -	64,550 00	
Total present amount of funded debt, - - - - -		204,461 39
Floating debt, per last report, - - - - -	85,877 36	
Floating debt, paid since last report, - - - - -	17,231 76	
Floating debt, increase of, since last report, - - - - -		
Total present amount of floating debt, - - - - -		68,645 60
Total present amount of funded and floating debt, - - - - -		273,106 99
Average rate of interest per annum paid during the year, - - - - -	6 per cent.	
Maximum amount of debt for each month during the year, viz.: January, \$243,976 48; February, \$248,234 38; March, \$261,055 14; April, \$262,018 25; May, \$263,769 35; June, \$263,969 35; July, \$263,969 35; August, \$263,969 35; September, \$263,969 35; October, \$263,969 35; November, \$263,969 35; December, \$273,106 99.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report, - - - - -	203,596 34	
For graduation and masonry paid during the past year, - - - - -	13,240 14	
Total amount expended for graduation and masonry, - - - - -		216,836 48
For wooden bridges, per last report, - - - - -	15,024 96	
For wooden bridges paid during the past year, - - - - -	209 49	
Total amount expended for wooden bridges, - - - - -		15,234 45
Total amount expended for iron bridges, (if any,) - - - - -		
For superstructure, including iron, per last report, - - - - -	146,235 34	
For superstructure, including iron, paid during the past year, - - - - -	6,620 21	
Total amount expended for superstructure, including iron, - - - - -		152,855 55
For stations, buildings and fixtures, per last report, [including lot of ground in Lawrence,] - - - - -	31,970 40	
For stations, buildings and fixtures, paid during the past year, - - - - -	2,418 72	
Total amount expended for stations, buildings and fixtures, - - - - -		34,389 12

For land, land-damages and fences, per last report, -	\$48,816 79	
For land, land-damages and fences, paid during the past year, - - - - -	28,686 85	
Total amount expended for land, land-damages and fences, - - - - -		\$77,503 64
For locomotives, per last report, - - - - -		No locomotives, passenger, baggage or freight cars have as yet been purchased by the company.
For locomotives, paid during the past year, - - - - -		
Total amount expended for locomotives, - - - - -		
For passenger and baggage cars, per last report, - - - - -		
For passenger and baggage cars, paid during the past year, - - - - -		
Total amount expended for passenger and baggage cars, - - - - -		
For merchandise cars, per last report, [Gravel and hand cars,] - - - - -	4,205 00	
For merchandise cars, paid during the past year, - - - - -	512 00	
Total amount expended for merchandise cars, - - - - -		4,717 00
For engineering, per last report, - - - - -	15,257 16	
For engineering, paid during the past year, - - - - -	428 00	
Total amount expended for engineering, - - - - -		15,685 16
For agencies and other expenses, per last report, - - - - -	19,842 82	
For agencies and other expenses, paid during the past year, - - - - -	805 19	
Total amount expended for agencies and other expenses, - - - - -		20,648 01
Total cost of road and equipment, - - - - -		<u>537,869 41</u>

CHARACTERISTICS OF ROAD.

Length of road, - - - - -	19.86 miles.
Length of single main track, - - - - -	19.86 "
Length of double main track, - - - - -	A double track from Salem to S. Danvers is being laid.
Length of branches owned by the company, stating whether they have a single or double track, - - - - -	1.36 miles—single track.
Aggregate length of sidings and other tracks, excepting main track and branches, - - - - -	3400 feet.
Weight of rail per yard in main road, - - - - -	56
Weight of rail per yard in branch roads, - - - - -	58
Specify the different weights per yard, - - - - -	Two mentioned above.
Maximum grade, with its length in main road, - - - - -	55 feet—18,840 feet.
Maximum grade, with its length in branch roads, - - - - -	25 feet—200 feet.
Total rise and fall in main road, - - - - -	594½ feet.
Total rise and fall in branch roads, - - - - -	8 feet.
Shortest radius of curvature, with length of curve in main road, - - - - -	477½—925 feet in length.
Shortest radius of curvature, with length of curve in branch roads, - - - - -	446—210 do do
Total degrees of curvature in main road, - - - - -	839° 37'
Total degrees of curvature in branch roads, - - - - -	156°
Total length of straight line in main road, - - - - -	14.6 miles.
Total length of straight line in branches, - - - - -	1.03 "
Aggregate length of wooden truss bridges, - - - - -	40 feet.
Aggregate length of all other wooden bridges, - - - - -	5383 feet.
Aggregate length of iron bridges, - - - - -	None.
Whole length of road unfenced on both sides, - - - - -	4¼ miles.
Number of public ways crossed at grade, - - - - -	29
Number of railroads crossed at grade, - - - - -	One.
Remarks, - - - - -	The Branch crosses Eastern Railroad in Salem.

Way stations for express trains, - - -	No express trains run.
Way stations for accommodation trains, - - -	8
Flag stations, - - -	4
Whole number of way stations, - - -	8
Whole number of flag stations, - - -	4

DOINGS DURING THE YEAR.

Miles run by passenger trains, - - -	40,756	
Miles run by freight trains, - - -	6,806	
Miles run by other trains, - - -	5,840	
Total miles run, - - -		53,402
Number of passengers carried in the cars, - - -	76,294	
Number of passengers carried one mile, - - -	831,992	
Number of tons of merchandise carried in the cars, - - -	18,373	
Number of tons of merchandise carried one mile, - - -	388,995	
Number of passengers carried one mile, to and from other roads, - - -	131,952	
Number of tons carried one mile, to and from other roads, - - -	195,012	
Rate of speed adopted for express passenger trains, including stops, - - -		No express trains.
Average rate of speed actually attained by express passenger trains, including stops and detentions, - - -	do do	
Rate of speed adopted for accommodation trains, - - -	24 miles per hour.	
Rate of speed actually attained by accommodation trains, including stops and detentions, - - -	26 do do	
Average rate of speed actually attained by special trains, including stops and detentions, - - -	24 do do	
Average rate of speed adopted for freight trains, including stops and detentions, - - -	15 do do	
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, - - -	784,316	
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, - - -	165,357	

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, - - -	} Total,	This road having been worked by individuals by contract, and the accounts not settled, many of the blanks cannot be filled.
For repairs of wooden bridges, - - -		
For renewals of iron, including laying down, - - -		
For wages of switchmen, av. per mo., \$ - - -		
For wages of gate-keepers, av. per mo., \$ - - -		
For wages of signal men, av. per mo., \$ - - -		
For wages of watchmen, av. per mo., \$ - - -		
Number of men employed exclusive of those engaged in construction, - - -		
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam power used,) - - -		
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - - -		
Total for maintenance of way, - - -		

MOTIVE POWER AND CARS.

For repairs of locomotives, - - -	-
For new locomotives, to cover depreciation, - - -	-
For repairs of passenger cars, - - -	-
For new passenger cars, to cover depreciation, - - -	-
For repairs of merchandise cars, - - -	-
For new merchandise cars, to cover depreciation, - - -	-
For repairs of gravel and other cars, - - -	-

Total for maintenance of motive power and cars,	-	-	-	-
Number of engines,	-	-	-	-
Number of passenger cars,	-	-	-	-
Number of baggage cars,	-	-	-	-
Number of merchandise cars,	-	-	-	-
Number of gravel cars,	-	-	-	-

MISCELLANEOUS.

For fuel used by engines during the year, viz.,	-	-	-	-
Wood,	-	-	-	-
Coal,	-	-	-	-
For oil used by cars and engines,	-	-	-	-
For waste and other material for cleaning,	-	-	-	-
For salaries, wages and incidental expenses, chargeable to passenger department,	-	-	-	-
For salaries, wages and incidental expenses, chargeable to freight department,	-	-	-	-
For gratuities and damages,	-	-	-	-
For taxes and insurance,	-	-	-	-
For ferries,	-	-	-	-
For repairs of station buildings, aqueducts, fixtures, furniture,	-	-	-	-
For interest,	-	-	-	-
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company,	-	-	-	-
For amount paid other companies as rent for use of their roads, specifying each company,	-	-	-	-
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	-	-	-	-
Total miscellaneous,	-	-	-	-
Total expenditures for working the road,	-	-	-	-

\$3,816 85

INCOME DURING THE YEAR.

For passengers:—

1. On main road, including branches owned by company,
2. To and from other roads, specifying what,

23,755 55
1,400 60

For freight:—

1. On main road and branches owned by company,
2. To and from other connecting roads,

18,164 65
4,062 75

U. S. mails,	-	-	-	-
Rents,	-	-	-	-
Total income,	-	-	-	-
Net earnings, after deducting expenses,	-	-	-	-

\$47,383 55

DIVIDENDS.

Per cent. Total,	-	-	-	-
Surplus not divided,	-	-	-	-
Surplus last year,	-	-	-	-
Total surplus,	-	-	-	-

None.
None.

ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.

Road and bridges,	-	-	-	-
Buildings,	-	-	-	-
Engines and cars,	-	-	-	-

The road having been recently built, no depreciation is estimated on roads, bridges and buildings.

GEO. HODGES,
DAVID PINGREE,
EBEN. SUTTON,
S. A. SAFFORD,
N. B. MANSFIELD,
N. WESTON,

Directors.

ESSEX, ss. *January 25, 1851.* Then personally appeared the within named George Hodges, David Pingree, Eben. Sutton, S. A. Safford, N. B. Mansfield, and N. Weston, and made oath that the within return, by them subscribed, was true, according to their best knowledge and belief.

Before me,

SEPHEN P. WEBB, *Justice of the Peace.*

FIFTH ANNUAL REPORT
OF THE
FALL RIVER RAILROAD COMPANY.

Return of the Fall River Railroad, under the Act of May 1, 1849, ch. 191.

Capital stock, [authorized,]	-	-	\$1,200,000 00
Increase of capital since last report,	-	-	
Capital paid in per last report,	-	-	\$1,050,000 00
Capital paid in since last report,	-	-	
Total amount of capital stock paid in,	-	-	1,050,000 00
Funded debt, per last report,	-	-	
Funded debt paid since last report,	-	-	
Funded debt, increase of, since last report,	-	-	
Total present amount of funded debt,	-	-	
Floating debt, per last report, [balance of,]		\$101,140 79	
Floating debt paid since last report, [bal-			
ance diminished,]	-	80,260 51	
[Debts payable,	-	-	38,595 42
[Debts receivable, and costs,	-	-	17,715 14
[Balance of indebtedness,	-	-	20,880 28
Average rate of interest per annum paid during the year,	-	-	6 11-100 per cent.
Maximum amount of debt for each month during the year, viz.: January, \$113,331 01; February, \$119,580 02; March, \$108,746 50; April, \$104,204 53; May, \$100,472 13; June, \$92,565 31; July, \$83,465 42; August, \$74,004 19; September, \$72,195 96; October, \$67,075 09; November, \$51,289 35; December, \$36,227 00.*			
COST OF ROAD AND EQUIPMENT.			
For graduation and masonry, per last report,	-	-	279,898 47
For graduation and masonry diminished during the past year,	-	-	23,607 49
Total amount expended for graduation and masonry,	-	-	256,290 98
For wooden bridges, per last report,	-	-	7,221 43
For wooden bridges paid during the past year,	-	-	
Total amount expended for wooden bridges,	-	-	7,221 43
Total amount expended for iron bridges, (if any,)	-	-	
For superstructure, including iron, per last report,	-	-	435,318 43
For superstructure, including iron, diminished during the past year,	-	-	31,962 97
Total amount expended for superstructure, including iron,	-	-	403,355 46
For stations, buildings and fixtures, per last report,	-	-	79,930 18
For stations, buildings and fixtures, diminished during the past year,	-	-	1,305 48

* The maximum amount of debt, as given monthly, does not include dues on account.

Total amount expended for stations, buildings and fixtures, - - - - -		\$78,624 70
For land, land-damages and fences, per last report, - - - - -	\$145,061 67	
For land, land-damages and fences, diminished during the past year, - - - - -	13,862 74	
Total amount expended for land, land-damages and fences, - - - - -		131,198 93
For locomotives, per last report, - - - - -	78,729 15	
For locomotives, diminished during the past year, - - - - -	9,853 16	
Total amount expended for locomotives, - - - - -		68,875 99
For passenger and baggage cars, per last report, - - - - -	43,911 86	
For passenger and baggage cars, paid during the past year, - - - - -		
Total amount expended for passenger and baggage cars, - - - - -		43,911 86
For merchandise cars, per last report, - - - - -	45,574 74	
For merchandise cars, paid during the past year, - - - - -		
Total amount expended for merchandise cars, - - - - -		45,574 74
For engineering, per last report, - - - - -	30,358 02	
For engineering, paid during the past year, - - - - -		
Total amount expended for engineering, - - - - -		30,358 02
For agencies and other expenses, per last report, - - - - -		
For agencies and other expenses, paid during the past year, - - - - -		
Total amount expended for agencies and other expenses, - - - - -		2,754 90
Total cost of road and equipment, - - - - -		1,068,167 01

CHARACTERISTICS OF ROAD.

Length of road, - - - - -	42 and 242-1000 miles.
Length of single main track, - - - - -	All single.
Length of double main track, - - - - -	
Length of branches owned by the company, stating whether they have a single or double track, - - - - -	No branches.
Aggregate length of sidings and other tracks, excepting main track and branches, - - - - -	4 and 86-100 miles.
Weight of rail per yard in main road, - - - - -	52 to 57 lbs.
Weight of rail per yard in branch roads, - - - - -	
Specify the different weights per yard, - - - - -	
Maximum grade, with its length in main road, - - - - -	44 and 88-100 ft.; length,
Maximum grade, with its length in branch roads, - - - - -	2400 feet.
Total rise and fall in main road, - - - - -	874 feet.
Total rise and fall in branch roads, - - - - -	
Shortest radius of curvature, with length of curve in main road, - - - - -	955 feet for 400 feet.
Shortest radius of curvature, with length of curve in branch roads, - - - - -	
Total degrees of curvature in main road, - - - - -	685° 38' 54" 5'''.
Total degrees of curvature in branch roads, - - - - -	
Total length of straight line in main road, - - - - -	30 and 338-1000 miles.
Total length of straight line in branches, - - - - -	
Aggregate length of wooden truss bridges, - - - - -	67 feet.
Aggregate length of all other wooden bridges, - - - - -	802 feet.
Aggregate length of iron bridges, - - - - -	No iron bridges.
Whole length of road unfenced on both sides, - - - - -	
Number of public ways crossed at grade, - - - - -	47
Number of railroads crossed at grade, - - - - -	1
Remarks, - - - - -	Form of report may be im-
Way stations for express trains, - - - - -	2 [proved.

Way stations for accommodation trains, - -	7
Flag stations, - - - -	9
Whole number of way stations, - - -	7
Whole number of flag stations, - - -	9

DOINGS DURING THE YEAR.

Miles run by passenger trains, - - -	89,034	
Miles run by freight trains, - - -	49,038	
Miles run by other trains, - - -		
Total miles run, - - - -		138,072
Number of passengers carried in the cars, - -	273,957	
Number of passengers carried one mile, - -	5,137,456	
Number of tons of merchandise carried in the cars, -	71,949	
Number of tons of merchandise carried one mile, -	1,978,164	
Number of passengers carried one mile, to and from other roads, - - - -	4,501,193	
Number of tons carried one mile, to and from other roads, - - - -	1,670,669	
Rate of speed adopted for express passenger trains, including stops, - - -	29 miles per hour.	
Average rate of speed actually attained by express passenger trains, including stops and detentions, -	27 do do	
Rate of speed adopted for accommodation trains, -	22 do do	
Rate of speed actually attained by accommodation trains, including stops and detentions, -	22 do do	
Average rate of speed actually attained by special trains, including stops and detentions, -	22 do do	
Average rate of speed adopted for freight trains, including stops and detentions, -	13 do do	
Estimated weight in tons, of passenger cars, (not including passengers,) hauled one mile, - -	3,304,512	
Estimated weight in tons, of merchandise cars, (not including freight,) hauled one mile, - -	2,438,700	

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, - -	16,019 24	
For repairs of wooden bridges, - - -	141 08	
For renewals of iron, including laying down, -	200 tons of new iron has been used; expense, less the value of the old iron taken up, has been charged in road repairs.	
For wages of switchmen, av. per mo., \$30, -	} Total,	2,104 62
For wages of gate-keepers, av. per mo., \$ -		
For wages of signal men, av. per mo., \$30, -		
For wages of watchmen, av. per mo., \$30, -		
Number of men employed, exclusive of those engaged in construction, - - -	151	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) -	34 39	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - -	31 78	
Total for maintenance of way, - - -		18,331 11

MOTIVE POWER AND CARS.

For repairs of locomotives, - - -	5,295 32
For new locomotives, to cover depreciation, -	
For repairs of passenger cars, - - -	4,203 50
For new passenger cars, to cover depreciation, -	
For repairs of merchandise cars, - - -	4,535 91

For new merchandise cars, to cover depreciation, -		
For repairs of gravel and other cars, -	\$236 70	
Total for maintenance of motive power and cars, -		\$14,271 43
Number of engines, - - - -	9	
Number of passenger cars, - - - -	15	
Number of baggage cars, - - - -	8, of which 3 are plat-	
Number of merchandise cars, - - - -		[form.
Number of gravel cars, - - - -	} 126	

MISCELLANEOUS.

For fuel used by engines during the year, viz.:

Wood, - - - -	25,371 23	
Coal, [used in offices, at stations, and in workshops,]	725 33	
For oil used by cars and engines, - - - -	2,617 40	
For waste and other material for cleaning, - - - -	484 66	
For salaries, wages and incidental expenses, charge- able to passenger department, - - - -	13,671 48	
For salaries, wages and incidental expenses, charge- able to freight department, - - - -	16,596 30	
For gratuities and damages, - - - -	967 49	
For taxes and insurance, - - - -	8 35	
For ferries, - - - -		
For repairs of station buildings, aqueducts, fixtures, furniture, - - - -	1,542 30	
For interest, - - - -	5,255 30	
For amount paid other companies, in tolls for pas- sengers, and freight carried on their roads, speci- fying each company, - - - -		Each company shares ac- [cording to agreement.
For amount paid other companies, as rent for use of their roads, specifying each company, - - - -		
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses, not included in any of the foregoing items, - - - -	9,916 23	
Total miscellaneous, - - - -		77,166 07
Total expenditures for working the road, - - - -		109,768 61

INCOME DURING THE YEAR.

For passengers:—

1. On main road, including branches owned by company, - - - - 121,293 92
2. To and from other roads, specifying what, - - - - Included above.

For freight:—

1. On main road and branches owned by company, - - - -	80,767 40	
2. To and from other connecting roads, - - - -	Included in above.	
U. S. mails, - - - -	3,317 31	
Rents, [\$485 73; expresses, \$4,216 37,] - - - -	4,702 10	
Total income, - - - -		210,080 73
Net earnings, after deducting expenses, - - - -		100,312 12

DIVIDENDS, - - - -

None.		
[Net income, as above, - - - -	100,312 12	
[Surplus of last year, including unexpended fund for renewals, - - - -	10,400 65	
[Total of income unappropriated on the 1st of Dec., [Of this, has been appropriated in payment of debt contracted for construction, - - - -		110,712 77
	84,000 00	
[Balance, or present surplus, - - - -		26,712 77

ESTIMATED DEPRECIATION BEYOND THE RENEW-
ALS, VIZ.:

Road and bridges, -	-	-	-	-	-
Buildings, -	-	-	-	-	-
Engines and cars, -	-	-	-	-	-

As reported last year, the cost of road and equipment had been \$1,146,003 95. Since that time there has been charged \$6,163 06, making the whole cost, as appeared from the books of the company, on the 30th day of November last, \$1,152,167 01. But, as stated in the return of last year, there had, in 1847, been charged to the several accounts of construction large sums, which formed no part of the cost thereof. They were losses suffered by sales of stock at less than the par value, and for interest paid stockholders while the road was in course of construction.

Previous to the return of last year there had been appropriated, of earnings, toward these over charges, \$31,500. Of the earnings of the past year there has been taken for the same purpose, \$84,000. These appropriations have been credited to the several accounts of construction, in manner as had been charged the losses by sale of stock, and the interest which had been paid to stockholders. The effect of these credits has been the application of so much of the earnings to the liquidation of the company's indebtedness. To construction account there yet remains a small excess of charge.

\$84,000 taken from \$1,152,167 01, the amount for which road and equipment stood charged on the 30th day of November, leaves \$1,068,167 01, the amount as now reported. The increase of construction account during the past year, has been mostly by the settlement of demands which had for some time remained unadjusted.

All which is respectfully submitted,

NATHANIEL B. BORDEN,
ROYAL TURNER,
JEFFERSON BORDEN,
C. C. GILBERT,
P. H. PEIRCE,
JOSEPH S. TILLINGHAST,
NAHUM STETSON.

BRISTOL, ss. *January 9, 1851.* Then Nathaniel B. Borden, Royal Turner, Jefferson Borden, C. C. Gilbert, P. H. Peirce, and Nahum Stetson, severally made oath that the foregoing return, by them subscribed, is just and true, according to the best of their knowledge and belief; and Joseph S. Tillinghast made affirmation. Before me,

DAVID ANTHONY, *Justice of the Peace.*

NINTH ANNUAL REPORT

OF THE

FITCHBURG RAILROAD COMPANY.

Return of the Fitchburg Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock, - - - - -		\$3,500,000 00
Increase of capital since last report, - - -	\$180,000 00	
Capital paid in per last report, - - -	3,269,780 00	
Capital paid in since last report, - - -	230,220 00	
Total amount of capital stock paid in, - - -		3,500,000 00
Funded debt, per last report, - - -	None.	
Funded debt paid since last report, - - -	None.	
Funded debt, increase of, since last report, - - -	None.	
Total present amount of funded debt, - - -	100,000 00	
Floating debt, per last report, - - -	195,255 74	
Floating debt paid since last report, - - -	95,255 74	
Floating debt, increase of, since last report, - - -	None.	
Total present amount of floating debt, - - -	None.	
Total present amount of funded debt, - - -	100,000 00	
Average rate of interest per annum paid during the year, - - - - -	6 per cent.	
Maximum amount of debt for each month during the year, viz.: January, \$195,255 74; February, \$190,647 38; March, \$198,147 27; April, \$167,119 57; May, \$137,935 93; June, \$134,144 11; July, \$138,855 89; August, \$123,355 89; September, \$121,000 00; October, \$115,000 00; November, \$100,000 00; December, \$100,000 00.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report, - - -	687,621 49	
For graduation and masonry paid during the past year, [including second track and Lancaster and Sterling Branch,] - - - - -	42,718 14	
Total amount expended for graduation and masonry, - - -		730,339 63
For wooden bridges, per last report, - - -	165,472 78	
For wooden bridges paid during the past year, [including second track and Lancaster and Sterling Branch,] - - - - -	5,592 21	
Total amount expended for wooden bridges, - - -		171,064 99
Total amount expended for iron bridges, (if any,) - - -	None.	
For superstructure, including iron, per last report, - - -	1,022,788 75	
For superstructure, including iron, paid during the past year, [including second track and Lancaster and Sterling Branch,] - - - - -	27,293 46	
Total amount expended for superstructure, including iron, - - - - -		1,050,082 21
For stations, buildings and fixtures, per last report, - - -	411,008 02	
For stations, buildings and fixtures, paid during the past year, [including second track and Lancaster and Sterling Branch,] - - - - -	12,376 46	

Total amount expended for stations, buildings and fixtures, - - - - -		\$423,384 48
For land, land-damages and fences, per last report,	\$697,369 22	
For land, land-damages and fences, paid during the past year, [including second track and Lancaster and Sterling Branch,] - - - - -	9,071 67	
Total amount expended for land, land-damages and fences, - - - - -		706,440 89
For locomotives, per last report, - - - - -	194,899 59	
For locomotives, paid during the past year, - - - - -	5,490 53	
Total amount expended for locomotives, - - - - -		200,390 12
For passenger and baggage cars, per last report, - - - - -	51,875 20	
For passenger and baggage cars, paid during the past year, - - - - -	275 00	
Total amount expended for passenger and baggage cars, - - - - -		52,150 20
For merchandise cars, per last report, - - - - -	171,399 32	
For merchandise cars, paid during the past year. [This account is \$1,200 less than was reported last year, having been charged to profit and loss.]		
Total amount expended for merchandise cars, - - - - -		170,199 32
For engineering, per last report, - - - - -	43,357 28	
For engineering, paid during the past year, [including second track and Lancaster and Sterling Branch,] - - - - -	4,873 47	
Total amount expended for engineering, - - - - -		48,230 75
For agencies and other expenses, per last report, - - - - -	Nothing.	
For agencies and other expenses, paid during the past year, - - - - -	do	
Total amount expended for agencies and other expenses, - - - - -	do	
Total cost of road, - - - - -		3,552,282 59

CHARACTERISTICS OF ROAD.

Length of road, - - - - -	50 93-100 miles.
Length of single main track, - - - - -	All double track.
Length of double main track, - - - - -	50 93-100 miles.
Length of branches owned by the Company, stating whether they have a single or double track, - - - - -	15 5-100 miles ; single track.
Aggregate length of sidings and other tracks, excepting main track and branches, - - - - -	12 244-1000 miles.
Weight of rail per yard in main road, - - - - -	56 to 58½ lbs.
Weight of rail per yard in branch roads, [excepting Lancaster and Sterling Branch, which is 49 lbs.,] - - - - -	56 lbs. [track, 58½ lbs.
Specify the different weights per yard, - - - - -	Old track, 56 lbs ; new
Maximum grade, with its length in main road, - - - - -	40 feet 5 12-100 miles in the aggregate, made up of four separate planes, in different parts of the road.
Maximum grade, with its length in branch roads, - - - - -	46 feet in different places, 4,600 feet long.
Total rise and fall in main road, - - - - -	739½ ft. rise ; 313½ ft. fall.
Total rise and fall in branch roads, - - - - -	62 7-10 ft. rise ; 65 6-10 ft. [fall.
Shortest radius of curvature, with length of curve in main road, - - - - -	818 feet, and 500 feet long.
Shortest radius of curvature, with length of curve in branch roads, [ice tracks about ponds,] - - - - -	573 feet, and 300 feet long.
Total degrees of curvature in main road, - - - - -	1694½°.
Total degrees of curvature in branch roads, - - - - -	1039°.
Total length of straight line in main road, - - - - -	34 67-100 miles.

Total length of straight line in branches, -	-	11 miles.
Aggregate length of wooden truss bridges, -	-	490 feet.
Aggregate length of all other wooden bridges, -	-	7403 feet.
Aggregate length of iron bridges, -	-	None.
Whole length of road unfenced on both sides, -	-	None.
Number of public ways crossed at grade, -	-	83 on main line and branches.
Number of railroads crossed at grade, -	-	4
Remarks, -	-	
Way stations for express trains, -	-	1 up, and 5 down.
Way stations for accommodation trains, -	-	15 on main line.
Flag stations, -	-	10 on main line.
Whole number of way stations, -	-	27 on main line and branches.
Whole number of flag stations, -	-	16 on main line and branches

DOINGS DURING THE YEAR.

Miles run by passenger trains, -	-	256,859	
Miles run by freight trains, -	-	107,613	
Miles run by other trains, -	-	10,952	
Total miles run, -	-		375,424
Number of passengers carried in the cars, -	-	1,080,286	
Number of passengers carried one mile, -	-	14,299,205	
Number of tons of merchandise carried in the cars, -	-	328,258	
Number of tons of merchandise carried one mile, -	-	8,284,617	
Number of passengers carried one mile, to and from other roads, -	-	6,596,295	
Number of tons carried one mile, to and from other roads, -	-	4,904,002	
Rate of speed adopted for express passenger trains, including stops, -	-	30 61-100 miles per hour.	
Average rate of speed actually attained by express passenger trains, including stops and detentions, -	-	30 miles per hour.	
Rate of speed adopted for accommodation trains, -	-	23 69-100 miles per hour.	
Rate of speed actually attained by accommodation trains, including stops and detentions, -	-	23 73-100 miles per hour.	
Average rate of speed actually attained by special trains, including stops and detentions, -	-	20 do., very nearly.	
Average rate of speed adopted for freight trains, including stops and detentions, -	-	12 do., very nearly.	
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, -	-	6,678,334	
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, -	-	13,128,786	

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, -	-	\$19,681 15	
For repairs of wooden bridges, -	-	1,072 51	
For renewals of iron, including laying down, -	-	Included in road repairs.	
For wages of switchmen, av. per mo., \$428 24½,		\$5,138 96	Total, \$12,347 00
For wages of gate-keepers, av. per mo., 141 67,		1,700 04	
For wages of signal men, av. per mo., 95 00,		1,140 00	
For wages of watchmen, av. per mo., 364 00,		4,368 00	
Number of men employed, exclusive of those engaged in construction, [on main road and branches operated by the company,] -	-	332	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) -	-	1,191 51	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, -	-	370 79	
Total for maintenance of way, -	-		\$34,662 96

MOTIVE POWER AND CARS.

For repairs of locomotives, - - -	\$15,079 55	
For new locomotives, to cover depreciation, -	1,554 83	
For repairs of passenger cars, - - -	6,644 77	
For new passenger cars, to cover depreciation, -	817 86	
For repairs of merchandise cars, - - -	8,384 56	
For new merchandise cars, to cover depreciation, -	991 25	
For repairs of gravel and other cars, - - -	411 04	
Total for maintenance of motive power and cars, -		\$33,883 86
Number of engines, - - - -	25	
Number of passenger cars, - - - -	29 8-wheeled.	
Number of baggage cars, - - - -	6 8-wheeled.	
Number of merchandise cars, - - - -	478 4-wheeled.	
Number of gravel cars, - - - -	54 4-wheeled.	

MISCELLANEOUS.

For fuel used by engines during the year, viz.:		
Wood, - - - -	\$52,163 59	
Coal, - - - -	1,640 22	
		\$53,803 81
For oil used by cars and engines, - - -	4,415 63	
For waste and other material for cleaning, - -	682 77	
For salaries, wages and incidental expenses, chargeable to passenger department, - - -	31,695 79	
For salaries, wages and incidental expenses, chargeable to freight department, - - -	44,410 48	
For gratuities and damages, - - -	1,910 39	
For taxes and insurance, [\$4,228 50 of this belonged to a previous year. It being unadjusted at the time of last Annual Report, but has since been paid, and charged to profit and loss, or contingent fund,] - - -	9,266 79	
For ferries, - - - -	Nothing.	
For repairs of station buildings, aqueducts, fixtures, furniture, - - -	4,071 10	
For interest, [Last year the amount of interest paid, was charged directly to Expenses Passenger Department, and not stated as interest,] - -	6,109 66	
For amount paid other companies, for rent of roads, specifying each company, - - -	None.	
For amount paid other companies, as rent for use of their roads, specifying each company, - -		
[Lexington & W. Camb. Railroad Co., \$7,480 02		
Peterborough and Shirley do, 12,934 32		
	20,414 34	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - -	11,756 22	
Total miscellaneous, - - -		188,536 98
Total expenditures for working the road, [including rents and proportion of earnings paid Branch Roads, leased or operated by this Company,] -		257,083 80

INCOME DURING THE YEAR.

For passengers:—

1. On main road, including branches owned by company, - - -	144,581 18
2. To and from other roads, specifying what, -	
[Lexington and West Cambridge, Peterborough	

and Shirley, Stony Brook, Worcester and Nashua, Harvard Branch, Vermont and Massachusetts, and its connecting roads, - -	\$108,277 68
<i>For freight :—</i>	
1. On main road and branches owned by company, -	127,659 60
2. To and from other connecting roads, -	
[Lexington and West Cambridge, Peterborough and Shirley, Stony Brook, Worcester and Nashua, and Vermont and Massachusetts, and its connecting roads, - - - -]	142,908 51
U. S. mails, - - - -	6,386 79
Rents, [miscellaneous, &c.] - - - -	21,793 37
Total income, - - - -	\$551,607 13
Net earnings, after deducting expenses, [rents and proportion of earnings paid branch roads leased or operated by this company, also deducting sundry accounts charged to profit and loss,] - -	294,523 33
<hr/>	
DIVIDENDS.	
8 Per cent. Total, [including the dividend due January 1, 1851,] - - - -	276,800 00
Surplus not divided, - - - -	17,723 33
Surplus last year, - - - -	58,606 25
Total surplus, - - - -	76,329 58
<hr/>	
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:	
Road and bridges, - - - -	The road, bridges, buildings, engines and cars, have been kept in good order. The contingent fund is intended to cover and make good any depreciation beyond renewals and repairs.
Buildings, - - - -	
Engines and cars, - - - -	

We have to report the following serious accidents for the year 1850 :—

May 6.—An engineman was slightly injured at Waltham, by the express engine coming in contact with some cars loaded with ice.

June 20.—An Irishman was walking on the track, between Somerville and Porter's, and was knocked down and considerably injured by the up train. He was intoxicated. He died in a few days after.

July 2.—A brakeman from the Cheshire road, in attempting to walk on top of the passenger train, was knocked off and killed, by a bridge in Leominster.

August 17.—A man was walking on the track at Groton, and was knocked down by the train, and had his leg broken.

September 7.—A brakeman was killed by a bridge, between Concord and Lincoln, while standing on top of the cars.

November 9.—A man, while walking on the track in Charlestown, was struck by the train, and so much injured that he died in a few days.

November 12.—A brakeman was killed by a bridge in Lincoln, while standing on top of the cars.

December 19.—A brakeman was slightly injured by coming in contact with a bridge in Waltham, while standing on top of the cars.

Respectfully submitted by

JACOB FOSTER,
N. F. CUNNINGHAM,
ISRAEL LONGLEY,
HORATIO ADAMS,
HENRY TIMMINS,
ALVAH CROCKER,
E. HASKET DERBY,

Directors.

Boston, January 24, 1851.

SUFFOLK, ss. *January 27, 1851.* Then personally appeared the above named Jacob Foster, Henry Timmins, Horatio Adams, Israel Longley, E. Hasket Derby, and Alvah Crocker, and made oath that the above report is true, according to their best knowledge and belief.

Before me, THOMAS THACHER, *Justice of the Peace.*

MIDDLESEX, ss. *January 25, 1851.* Then personally appeared the above named N. F. Cunningham, and made oath that the above report is true, according to his best knowledge and belief.

Before me, CHARLES BEMIS, *Justice of the Peace.*

FOURTH ANNUAL REPORT

OF THE

FITCHBURG AND WORCESTER RAILROAD
COMPANY.*Return of the Fitchburg and Worcester Railroad, under the Act of May 1, 1849, ch. 191.*

Capital stock, - - [Allowed by charter,		\$500,000 00
Increase of capital since last report, - -	None.	
Capital paid in per last report, - -	\$107,232 00	
Capital paid in since last report, - -	41,978 20	
Total amount of capital stock paid in, - -		149,210 20
Funded debt, per last report, - -	37,447 45	
Funded debt paid since last report, - -		
Funded debt, increase of, since last report, - -	83,665 87	
Total present amount of funded debt, - -		121,113 32
Floating debt, per last report, - -	None.	
Floating debt paid since last report, - -		
Floating debt, increase of, since last report, - -	7,784 61	
Total present amount of floating debt, - -		7,784 61
Total present amount of funded and floating debt, -		128,897 93
Average rate of interest per annum paid during the year, - -	6 per cent., exclusive of discount on notes and bonds of the company, amounting to \$10,504.	
Maximum amount of debt for each month during the year, viz.: January, \$41,500; February, \$56,375; March, \$74,287; April, \$78,785; May, \$91,283; June, \$93,780; July, \$98,460; August, \$99,863; September, \$103,811; October, \$110,400; November, \$120,712; December, \$128,897 93.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report, -	74,866 29	
For graduation and masonry paid during the past year, -	27,758 17	
Total amount expended for graduation and masonry, -		102,624 46
For wooden bridges, per last report, -	1,617 96	
For wooden bridges paid during the past year, -	3 07	
Total amount expended for wooden bridges, -		1,621 03
Total amount expended for iron bridges, (if any,) -	None.	
For superstructure, including iron, per last report, -	57,947 52	
For superstructure, including iron, paid during the past year, -	36,027 99	
Total amount expended for superstructure, including iron, -		93,975 51
For stations, buildings and fixtures, per last report, -	None.	
For stations, buildings and fixtures, paid during the past year, -	4,690 34	
Total amount expended for stations, buildings and fixtures, -		4,690 34
For land, land-damages and fences, per last report, -	12,410 40	
For land, land-damages and fences, paid during the past year, -	13,493 98	

Total amount expended for land, land-damages and fences, - - - - -		\$25,904 38
For locomotives, per last report, - - - - -	None.	
For locomotives, paid during the past year, - - - - -	\$13,935 00	
Total amount expended for locomotives, - - - - -		13,935 00
For passenger and baggage cars, per last report, - - - - -	None.	
For passenger and baggage cars, paid during the past year, - - - - -	3,018 00	
Total amount expended for passenger and baggage cars, - - - - -		3,018 00
For merchandise cars, per last report, - - - - -	None.	
For merchandise cars, paid during the past year, - - - - -	5,631 12	
Total amount expended for merchandise cars, - - - - -		5,631 12
For engineering, per last report, - - - - -	6,361 21	
For engineering, paid during the past year, - - - - -	1,312 88	
Total amount expended for engineering, - - - - -		7,674 09
For agencies and other expenses, per last report, - - - - -	None.	
For agencies and other expenses, paid during the past year, - - - - -	None.	
Total amount expended for agencies and other expenses, - - - - -	None.	
Total cost of road and equipment, - - - - -		259,073 93

CHARACTERISTICS OF ROAD.

Length of road, - - - [As per location filed,	13 993-1000 miles.
Length of single main track, - - - - -	13 994-1000 miles.
Length of double main track, - - - - -	None.
Length of branches owned by the company, stating whether they have a single or double track, - - - - -	None.
Aggregate length of sidings and other tracks, excepting main track and branches, - - - - -	968-1000 of a mile.
Weight of rail per yard in main road, - - - - -	54 lbs.
Weight of rail per yard in branch roads, - - - - -	
Specify the different weights per yard, - - - - -	
Maximum grade, with its length in main road, - - - - -	39 6-10 feet per mile for 3 902-1000 miles, except 23-1000 of a mile of 61 77-100 feet per mile at crossing of Fitchburg Railroad.
Maximum grade, with its length in branch roads, - - - - -	304 3-10 feet.
Total rise and fall in main road, - - - - -	
Total rise and fall in branch roads, - - - - -	
Shortest radius of curvature, with length of curve in main road, - - - - -	Radius 800 feet; length of [curve 702 ft.
Shortest radius of curvature, with length of curve in branch roads, - - - - -	
Total degrees of curvature in main road, - - - - -	805 48-60 deg.
Total degrees of curvature in branch roads, - - - - -	
Total length of straight line in main road, - - - - -	7 369-1000 miles.
Total length of straight line in branches, - - - - -	
Aggregate length of wooden truss bridges, - - - - -	None.
Aggregate length of all other wooden bridges, - - - - -	127 feet.
Aggregate length of iron bridges, - - - - -	None.
Whole length of road unfenced on both sides, - - - - -	
Number of public ways crossed at grade, - - - - -	17
Number of railroads crossed at grade, - - - - -	1
Remarks, - - - - -	
Way stations for express trains, - - - - -	
Way stations for accommodation trains, - - - - -	4
Flag stations, - - - - -	2

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Whole number of way stations,	-	-	-
Whole number of flag stations,	-	-	-

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DOINGS DURING THE YEAR.

Miles run by passenger trains,	-	-	}	23,559
Miles run by freight trains, [freight, passenger and other trains,]	-	-		
Miles run by other trains,	-	-		
Total miles run,	-	-	-	23,559
Number of passengers carried in the cars,	-	-	-	41,528
Number of passengers carried one mile,	-	-	-	421,454
Number of tons of merchandise carried in the cars,	-	-	-	13,467
Number of tons of merchandise carried one mile,	-	-	-	158,401
Number of passengers carried one mile, to and from other roads,	-	-	-	383,423
Number of tons carried one mile, to and from other roads,	-	-	-	143,353
Rate of speed adopted for express passenger trains, including stops,	-	-	-	No express trains.
Average rate of speed actually attained by express passenger trains, including stops and detentions,	-	-	-	21 miles per hour.
Rate of speed adopted for accommodation trains,	-	-	-	21 do do
Rate of speed actually attained by accommodation trains, including stops and detentions,	-	-	-	21 do do
Average rate of speed actually attained by special trains, including stops and detentions,	-	-	-	14 do do
Average rate of speed adopted for freight trains, including stops and detentions,	-	-	-	245,688
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile,	-	-	-	82,264
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,	-	-	-	

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	-	-	-	\$1,431 92
For repairs of wooden bridges,	-	-	-	
For renewals of iron, including laying down,	-	-	-	
For wages of switchmen, av. per mo. \$28 00,	-	-	} Total.	450 93
For wages of gate-keepers, av. per mo. \$ None.	-	-		
For wages of signal-men, av. per mo. \$20 80,	-	-		
For wages of watchmen, av. per mo. \$ None.	-	-		
Number of men employed, exclusive of those engaged in construction,	-	-	-	17
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam power used,)	-	-	-	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	-	-	-	
Total for maintenance of way,	-	-	-	\$1,882 85

MOTIVE POWER AND CARS.

For repairs of locomotives,	-	-	-	36 68
For new locomotives to cover depreciation,	-	-	-	
For repairs of passenger cars,	-	-	-	238 42
For new passenger cars to cover depreciation,	-	-	-	
For repairs of merchandise cars,	-	-	-	38 75
For new merchandise cars, to cover depreciation,	-	-	-	
For repairs of gravel and other cars,	-	-	-	4 57
Total for maintenance of motive power and cars,	-	-	-	318 42
Number of engines,	-	-	-	2

Number of passenger cars, - - -	1
Number of baggage cars, - - -	1
Number of merchandise cars, - - -	12
Number of gravel cars, - - -	None.

MISCELLANEOUS.

For fuel used by engines during the year, viz.,	\$3,225 83	
Wood, [\$3,225 83,]		
Coal, - - -		
For oil used by cars and engines, - - -	504 65	
For waste and other material for cleaning, - - -	48 03	
For salaries, wages and incidental expenses, chargeable to passenger department, - - -	2,540 39	
For salaries, wages and incidental expenses, chargeable to freight department, - - -	1,406 14	
For gratuities and damages, - - -	29 50	
For taxes and insurance, - - -	28 89	
For ferries, - - -		
For repairs of station buildings, aqueducts, fixtures, furniture, - - -		
For interest, [exclusive of discount on mortgage bonds, amounting to \$10,019,] - - -	4,700 06	
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, [Fitchburg, Rutland and Burlington, Western, Worcester and Nashua, and Cheshire Railroad Companies,] - - -	2,272 28	
For amount paid other companies as rent for use of their roads, specifying each company, [Vermont and Mass. Railroad Co.] - - -	54 98	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - -	1,042 20	
Total miscellaneous, - - -		\$15,852 95
Total expenditures for working the road, [including all expenditures for the year commencing January 1st, and ending December 31st, 1850,] - - -		18,054 22

INCOME DURING 9½ MONTHS,

Commencing Feb. 11, (the time when the road went into operation,) and ending Nov. 30, 1850.

For passengers:—

1. On main road, including branches owned by company, - - -	12,629 77
2. To and from other roads, specifying what, - - -	483 99

For freight:—

1. On main road and branches owned by company, - - -	3,823 59	
2. To and from other connecting roads, - - -	4,372 05	
U. S. Mails, - - - [For one month only,]	58 33	
Rents, - - - [Now due,]	63 69	
Total income, - - - [For 9½ months,]		21,431 42
Net earnings, after deducting expenses, - - -		

DIVIDENDS.

Per cent. Total, - - -	} None.
Surplus not divided, - - -	
Surplus last year, - - -	
Total surplus, - - -	

ESTIMATED DEPRECIATION BEYOND THE RENEW-					
	ALS, VIZ.				
Road and bridges, -	-	-	-	-	\$300 00
Buildings, -	-	-	-	-	
Engines and cars, -	-	-	-	-	700 00

IVERS PHILLIPS,
 CHARLES W. WILDER,
 JOHN T. FARWELL,
 JOEL PRATT,
 JAMES H. CARTER,
 CYRUS HOLBROOK,
 SAMUEL HAUGHTON,
 C. C. FIELD,

Directors.

WORCESTER, SS. *January 25, 1851.* Then personally appeared the above named Charles W. Wilder, John T. Farwell, Joel Pratt, James H. Carter, Cyrus Holbrook, Samuel Haughton, C. C. Field, and Ivers Phillips, and made oath that the foregoing return, by them subscribed, is true, according to their best knowledge and belief. Before me,

NATH'L WOOD, *Justice of the Peace.*

THIRD ANNUAL REPORT
OF THE
FRAMINGHAM BRANCH RAILROAD COMPANY.

To the Honorable, the Legislature of the Commonwealth of Massachusetts :

The Directors of the Framingham Branch Railroad Company make the Third Annual Report, as follows :

The act passed March 28, 1850, extending the time for constructing the road, has been accepted by the Directors.

No assessment has yet been laid, and no action has been had, the last year, in regard to the building of the road

All which is respectfully submitted,

EBEN. BARKER,
JOHN WENZELL.

January 30, 1851.

MIDDLESEX, ss. *January 30, 1851.* Then personally appeared Ebenezer Barker, and John Wenzell, and made oath to the truth of the above return, by them subscribed. Before me,

DANIEL S. RICHARDSON, *Justice of the Peace.*

FIFTH ANNUAL REPORT

OF THE

GRAND JUNCTION RAILROAD AND DEPOT
COMPANY.

Return of the Grand Junction Railroad and Depot Company, under the Act of May 1, 1849, chap. 191.

Capital stock, - - - - -	\$1,200,000 00
Increase of capital since last report, - - - - -	
Capital paid in per last report, - - - - -	\$631,095 24
Capital paid in since last report, - - - - -	90,050 00
Total amount of capital stock paid in, - - - - -	721,145 24
Funded debt, per last report, - - - - -	
Funded debt, paid since last report, - - - - -	
Funded debt, increase of, since last report, - - - - -	
Total present amount of funded debt, - - - - -	223,000 00
Floating debt, per last report, - - - - -	65,453 79
Floating debt, paid since last report, - - - - -	28,456 80
Floating debt, increase of, since last report, - - - - -	
Total present amount of floating debt, - - - - -	36,996 99
Total present amount of funded and floating debt, - - - - -	259,996 99
Average rate of interest per annum paid during the year, - - - - -	6 per cent.
Maximum amount of debt for each month during the year, viz.: January, \$4,542 16; February, \$5,230 68; March, \$2,149 60; April, \$3,069 46; May, \$1,025 00; June, \$3,102 89; July, \$10,704 65; August, \$9,545 06; September, \$32,633 69; October, \$12,874 65; November, \$5,775 23; December, \$1,400 00.	

COST OF ROAD AND EQUIPMENT.

For graduation and masonry, per last report. [The \$18,244 57, returned for 1849, should have been charged to land, land-damages, &c.] - - - - -	
For graduation and masonry paid during the past year, - - - - -	\$60,727 54
Total amount expended for graduation and masonry, - - - - -	\$60,727 54
For wooden bridges, per last report, - - - - -	2,700 00
For wooden bridges paid during the past year, - - - - -	21,419 37
Total amount expended for wooden bridges, - - - - -	24,119 37
Total amount expended for iron bridges, (if any,) - - - - -	
For superstructure, including iron, per last report, - - - - -	
For superstructure, including iron, paid during the past year, - - - - -	881 25
Total amount expended for superstructure, including iron, - - - - -	881 25
For stations, buildings and fixtures, per last report, - - - - -	

For stations, buildings and fixtures, paid during the past year, - - - - -	
Total amount expended for stations, buildings and fixtures, - - - - -	
For land, land-damages and fences, per last report, [and dredging docks. Corrected as above note indicates,] - - - - -	\$647,540 44
For land, land-damages and fences, paid during the past year, - - - - -	19,678 43
Total amount expended for land, land-damages and fences, - - - - -	\$667,218 87
For locomotives, per last report, - - - - -	
For locomotives, paid during the past year, - - - - -	
Total amount expended for locomotives, - - - - -	
For passenger and baggage cars, per last report, - - - - -	
For passenger and baggage cars, paid during the past year, - - - - -	
Total amount expended for passenger and baggage cars, - - - - -	
For merchandise cars, per last report, - - - - -	
For merchandise cars, paid during the past year, - - - - -	
Total amount expended for merchandise cars, - - - - -	6,608 47
For engineering, per last report, [should have been,] - - - - -	4,288 97
Total amount expended for engineering, [instruments, &c.,] - - - - -	10,897 44
For agencies and other expenses, per last report, - - - - -	
For agencies and other expenses, paid during the past year, - - - - -	
Total amount expended for agencies and other expenses, - - - - -	
Total cost of road and equipment, - - - - -	

CHARACTERISTICS OF ROAD.

Length of road, - - - - -	6.18 miles.
Length of single main track, - - - - -	
Length of double main track, - - - - -	
Length of branches owned by the company, stating whether they have a single or double track, - - - - -	
Aggregate length of sidings and other tracks, excepting main track and branches, - - - - -	
Weight of rail per yard in main road, - - - - -	
Weight of rail per yard in branch roads, - - - - -	
Specify the different weights per yard, - - - - -	
Maximum grade, with its length in main road, - - - - -	43.45 for 800 feet.
Maximum grade, with its length in branch roads, - - - - -	
Total rise and fall in main road, - - - - -	26.6 feet.
Total rise and fall in branch roads, - - - - -	
Shortest radius of curvature, with length of curve in main road, - - - - -	315 feet for 391 feet.
Shortest radius of curvature, with length of curve in branch roads, - - - - -	
Total degrees of curvature in main road, - - - - -	340° 56'.
Total degrees of curvature in branch roads, - - - - -	
Total length of straight line in main road, - - - - -	15,375 feet.
Total length of straight line in branches, - - - - -	
Aggregate length of wooden truss bridges, - - - - -	
Aggregate length of all other wooden bridges, [now finished,] - - - - -	830 feet.
Aggregate length of iron bridges, - - - - -	

Whole length of road unfenced on both sides,	-	19,261 feet.
Number of public ways crossed at grade,	-	5
Number of railroads crossed at grade,	-	1
Remarks, - - - - -	-	
Way stations for express trains,	-	
Way stations for accommodation trains,	-	
Flag stations,	-	
Whole number of way stations,	-	
Whole number of flag stations,	-	

DOINGS DURING THE YEAR.

Miles run by passenger trains,	-	-
Miles run by freight trains,	-	-
Miles run by other trains,	-	-
Total miles run,	-	-
Number of passengers carried in the cars,	-	-
Number of passengers carried one mile,	-	-
Number of tons of merchandise carried in the cars,	-	-
Number of tons of merchandise carried one mile,	-	-
Number of passengers carried one mile, to and from other roads,	-	-
Number of tons carried one mile, to and from other roads,	-	-
Rate of speed adopted for express passenger trains, including stops,	-	-
Average rate of speed actually attained by express passenger trains, including stops and detentions,	-	-
Rate of speed adopted for accommodation trains,	-	-
Rate of speed actually attained by accommodation trains, including stops and detentions,	-	-
Average rate of speed actually attained by special trains, including stops and detentions,	-	-
Average rate of speed adopted for freight trains, including stops and detentions,	-	-
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile,	-	-
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,	-	-

EXPENDITURES FOR WORKING THE ROAD.

For maintenance of way, for temporary purposes,	-	\$141 50
For repairs of wooden bridges,	-	
For renewals of iron, including laying down,	-	
For wages of switchmen, av. per mo., \$	} Total,	
For wages of gate-keepers, av. per mo., \$		
For wages of signal men, av. per mo., \$		
For wages of watchmen, av. per mo., \$		
Number of men employed exclusive of those engaged in construction,	-	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam power used,)	-	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	-	
Total for maintenance of way,	-	141 50

MOTIVE POWER AND CARS.

For repairs of locomotives,	-	-
For new locomotives, to cover depreciation,	-	-

For repairs of passenger cars,	-	-	-
For new passenger cars, to cover depreciation,	-	-	-
For repairs of merchandise cars,	-	-	-
For new merchandise cars, to cover depreciation,	-	-	-
For repairs of gravel and other cars,	-	-	-
Total for maintenance of motive power and cars,	-	-	-
Number of engines,	-	-	-
Number of passenger cars,	-	-	-
Number of baggage cars,	-	-	-
Number of merchandise cars,	-	-	-
Number of gravel cars,	-	-	-

MISCELLANEOUS.

For fuel used by engines during the year, viz.,	-	-	-
Wood,	-	-	-
Coal,	-	-	-
For oil used by cars and engines,	-	-	-
For waste and other material for cleaning,	-	-	-
For salaries, wages and incidental expenses, chargeable to passenger department,	-	-	-
For salaries, wages and incidental expenses, chargeable to freight department,	-	-	-
For gratuities and damages,	-	-	-
For taxes and insurance,	-	-	-
For ferries,	-	-	-
For repairs of station buildings, aqueducts, fixtures, furniture,	-	-	-
For interest, [on debt and interest paid in dividends to stockholders,]	-	-	-
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company,	-	-	-
For amount paid other companies as rent for use of their roads, specifying each company,	-	-	-
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	-	-	-
Total miscellaneous,	-	-	-
Total expenditures for working the road,	-	-	-

\$1,274 59

64,521 11

16,667 33

INCOME DURING THE YEAR.

For passengers:—

1. On main road, including branches owned by company,
2. To and from other roads, specifying what,

For freight:—

1. On main road and branches owned by company,
2. To and from other connecting roads,

U. S. mails,	-	-	-
Rents,	-	-	-
Total income,	-	-	-
Net earnings, after deducting expenses,	-	-	-

1,481 48

DIVIDENDS.

Per cent. Total,	-	-	-
Surplus not divided,	-	-	-
Surplus last year,	-	-	-
Total surplus,	-	-	-

198 02

ESTIMATED DEPRECIATION BEYOND THE RENEW-
ALS, VIZ.

Road and bridges, -	-	-	-	-	-
Buildings, -	-	-	-	-	-
Engines and cars, -	-	-	-	-	-

SAMUEL S. LEWIS,
DAVID HENSHAW,
ICHABOD GOODWIN,
Directors.

NORFOLK, ss. *January 27, 1851.* Then personally appeared the within named Samuel S. Lewis, and David Henshaw, and severally made oath that the foregoing return, by them subscribed, is true, according to their best knowledge and belief. Before me,

J. P. ROBINSON, *Justice of the Peace.*

PORTSMOUTH, N. H., ROCKINGHAM, ss. *January 28, 1851.* Then personally appeared the within named Ichabod Goodwin, and made oath that the foregoing return by him subscribed, is true, according to his best knowledge and belief. Before me,

JACOB WENDELL, *Justice of the Peace.*

EIGHTH ANNUAL REPORT

OF THE

HARTFORD AND NEW HAVEN RAILROAD
COMPANY.

*Return of the Hartford and New Haven Railroad, under the Act of May 1, 1849,
chap. 191.*

Capital stock, [allowed by the charter of Mass.]	-	\$300,000 00
Increase of capital since last report,	-	-
Capital paid in per last report,	-	-
Capital paid in since last report,	-	-
Total amount of capital stock paid in,	-	-
Funded debt, per last report,	-	-
Funded debt paid since last report,	-	-
Funded debt, increase of, since last report,	-	-
Total present amount of funded debt, [of the Hart- ford and N. Haven Railroad Co.]	-	472,000 00
Floating debt, per last report,	-	43,000 00
Floating debt paid since last report,	-	32,000 00
Floating debt, increase of, since last report,	-	-
Total present amount of floating debt, [of the Hart- ford and N. Haven Railroad Co.]	-	75,000 00
Total present amount of funded and floating debt, [of the Hartford and N. Haven Railroad Co.]	-	547,000 00
Average rate of interest per annum paid during the year,	-	7 per cent. on funded debt ; 6 per cent. on floating debt.
Maximum amount of debt for each month during the year, viz. : January, \$515,000 ; February, \$515,000 ; March, \$515,000 ; April, \$515,000 ; May, \$515,000 ; June, \$515,000 ; July, \$515,000 ; August, \$515,000 ; September, \$547,000 ; Octo- ber, \$547,000 ; November, \$547,000 ; December, \$547,000.		

COST OF ROAD AND EQUIPMENT.

For graduation and masonry, per last report,	-	
For graduation and masonry paid during the past year,	-	
Total amount expended for graduation and masonry,	-	
For wooden bridges, per last report,	-	
For wooden bridges paid during the past year,	-	171,161 66
Total amount expended for wooden bridges,	-	
Total amount expended for iron bridges, (if any,) -	-	
For superstructure, including iron, per last report,	-	
For superstructure, including iron, paid during the past year,	-	90 99
Total amount expended for superstructure, including iron, [and land for roadway and fencing,]	-	
For stations, buildings and fixtures, per last report,	-	
For stations, buildings and fixtures, paid during the past year,	-	171,252 65

Total amount expended for stations, buildings and fixtures, - - - - -	
For land, land-damages and fences, per last report, - - - - -	
For land, land-damages and fences, paid during the past year, - - - - -	
Total amount expended for land, [exclusive of road way,] - - - - -	\$44,555 77
For locomotives, per last report, - - - - -	
For locomotives, paid during the past year, - - - - -	
Total amount expended for locomotives, - - - - -	
For passenger and baggage cars, per last report, - - - - -	
For passenger and baggage cars, paid during the past year, - - - - -	
Total amount expended for passenger and baggage cars, - - - - -	
For merchandise cars, per last report, - - - - -	
For merchandise cars, paid during the past year, - - - - -	
Total amount expended for merchandise cars, - - - - -	
For engineering, per last report, - - - - -	
For engineering, paid during the past year, - - - - -	
Total amount expended for engineering, - - - - -	
For agencies and other expenses, per last report, - - - - -	
For agencies and other expenses, paid during the past year, - - - - -	
Total amount expended for agencies and other expenses, - - - - -	
Total cost of road and equipment, - - - - -	

Equipped and operated by
the Hartford and N. Haven
Railroad Co.

CHARACTERISTICS OF ROAD.

Length of road, - - - - -	5.87 miles.
Length of single main track, - - - - -	5.87 "
Length of double main track, - - - - -	.40 "
Length of branches owned by the company, stating whether they have a single or double track, - - - - -	
Aggregate length of sidings and other tracks, excepting main track and branches, - - - - -	
Weight of rail per yard in main road, - - - - -	54 lbs.
Weight of rail per yard in branch roads, - - - - -	
Specify the different weights per yard, - - - - -	54 lbs.
Maximum grade, with its length in main road, - - - - -	17.58 feet; length 52-100 [miles.
Maximum grade, with its length in branch roads, - - - - -	
Total rise and fall in main road, - - - - -	31.61 feet.
Total rise and fall in branch roads, - - - - -	
Shortest radius of curvature, with length of curve in main road, - - - - -	477½ ft.; length 1-10 mile.
Shortest radius of curvature, with length of curve in branch roads, - - - - -	
Total degrees of curvature in main road, - - - - -	227 deg.
Total degrees of curvature in branch roads, - - - - -	
Total length of straight line in main road, - - - - -	4.25 miles,
Total length of straight line in branches, - - - - -	
Aggregate length of wooden truss bridges, - - - - -	108 feet,
Aggregate length of all other wooden bridges, - - - - -	
Aggregate length of iron bridges, - - - - -	
Whole length of road unfenced on both sides, - - - - -	
Number of public ways crossed at grade, - - - - -	7
Number of railroads crossed at grade, - - - - -	
Remarks, - - - - -	
Way stations for express trains, - - - - -	

Way stations for accommodation trains, - -	-
Flag stations, - - - -	-
Whole number of way stations, - - -	-
Whole number of flag stations, - - -	-
	1—Longmeadow.
	1

DOINGS DURING THE YEAR.

Miles run by passenger trains, - - -	16,475
Miles run by freight trains, - - -	4,249
Miles run by other trains, - - -	469
Total miles run, - - - -	21,193
Number of passengers carried in the cars, - -	184,695
Number of passengers carried one mile, - -	
Number of tons of merchandise carried in the cars, -	54,755
Number of tons of merchandise carried one mile, -	321,411
Number of passengers carried one mile, to and from other roads, - - - -	
Number of tons carried one mile, to and from other roads, - - - -	
Rate of speed adopted for express passenger trains, including stops, - - - -	39 miles per hour.
Average rate of speed actually attained by express passenger trains, including stops and detentions, - -	39 do do
Rate of speed adopted for accommodation trains, - -	30 do do
Rate of speed actually attained by accommodation trains, including stops and detentions, - -	23 do do
Average rate of speed actually attained by special trains, including stops and detentions, - -	
Average rate of speed adopted for freight trains, including stops and detentions, - - -	12 do do
Estimated weight in tons, of passenger cars, (not including passengers,) hauled one mile, - -	578,584
Estimated weight in tons, of merchandise cars, (not including freight,) hauled one mile, - -	549,432

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, - -	}	\$3,457 01
For repairs of wooden bridges, - - -		
For renewals of iron, including laying down, - -	}	Total, 672 00
For wages of switchmen, av. per mo., \$26, - -		
For wages of gate-keepers, av. per mo., \$ - -		
For wages of signal men, av. per mo., \$ - -		
For wages of watchmen, av. per mo., \$30, - -	}	27
Number of men employed, exclusive of those engaged in construction, - - -		
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) -	}	Operated and paid by the Hartford and New Haven Railroad Co. in Conn.
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - -		
Total for maintenance of way, - - -		

MOTIVE POWER AND CARS.

For repairs of locomotives, - - -	}	Owned and operated by the Hartford and New Haven Railroad Co. in Conn.
For new locomotives, to cover depreciation, - -		
For repairs of passenger cars, - - -		
For new passenger cars, to cover depreciation, - -		
For repairs of merchandise cars, - - -		
For new merchandise cars, to cover depreciation, - -		
For repairs of gravel and other cars, - - -	}	
Total for maintenance of motive power and cars, -		

Number of engines,	-	-	-	-	} Owned and operated by the Hartford and New Ha- ven Railroad Co. in Conn.
Number of passenger cars,	-	-	-	-	
Number of baggage cars,	-	-	-	-	
Number of merchandise cars,	-	-	-	-	
Number of gravel cars,	-	-	-	-	

MISCELLANEOUS.

For fuel used by engines during the year, viz.:

Wood,	-	-	-	-	} Paid by the Hartford and New Haven Railroad Co. in Conn.
Coal,	-	-	-	-	
For oil used by cars and engines,	-	-	-	-	
For waste and other material for cleaning,	-	-	-	-	
For salaries, wages and incidental expenses, charge- able to passenger department,	-	-	-	-	
For salaries, wages and incidental expenses, charge- able to freight department,	-	-	-	-	
For gratuities and damages,	-	-	-	-	
For taxes and insurance,	-	-	-	-	
For ferries,	-	-	-	-	
For repairs of station buildings, aqueducts, fixtures, furniture,	-	-	-	-	
For interest,	-	-	-	-	
For amount paid other companies, in tolls for pas- sengers, and freight carried on their roads, speci- fying each company,	-	-	-	-	
For amount paid other companies, as rent for use of their roads, specifying each company,	-	-	-	-	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses, not included in any of the foregoing items,	-	-	-	-	
Total miscellaneous,	-	-	-	-	
Total expenditures for working the road,	-	-	-	-	

INCOME DURING THE YEAR.

For passengers:—

1. On main road, including branches owned by company, - - - - -
2. To and from other roads, specifying what, -

For freight:—

1. On main road and branches owned by company,
 - 2. To and from other connecting roads,
- | | | | | | |
|---|---|---|---|---|---|
| U. S. mails, | - | - | - | - | } To the Hartford and New
Haven Railroad Company
in Conn. |
| Rents, | - | - | - | - | |
| Total income, | - | - | - | - | |
| Net earnings, after deducting expenses, | - | - | - | - | |

DIVIDENDS,

Per cent. Total,	-	-	-	-	} To the Hartford and New Haven Railroad Company in Conn.
Surplus not divided,	-	-	-	-	
Surplus last year,	-	-	-	-	
Total surplus,	-	-	-	-	

ESTIMATED DEPRECIATION BEYOND THE RENEW-
ALS, VIZ.:

Road and bridges,	-	-	-	-
Buildings,	-	-	-	-
Engines and cars,	-	-	-	-

This 5.87 miles of road forms a portion of the railroad from New Haven to Springfield, which is sixty-two miles in length, and no separate account is kept of the receipts and expenses of that part of the road within the State of Massachusetts.

All of which is respectfully submitted,

JAS. S. BROOKS,
C. F. POND,
CHARLES BOSWELL,
C. W. CHAPIN,
Directors.

Hartford, January 29, 1851.

STATE OF CONNECTICUT.

COUNTY OF HARTFORD, ss. *Hartford, February 3, 1851.* Then and there personally appeared James S. Brooks, Charles F. Pond, and Charles Boswell, directors, and made solemn oath that the above and foregoing return and certificate by them subscribed, contains, to the best of their knowledge and belief, the truth—before me,

W. R. CONE, *Justice of the Peace.*

SECOND ANNUAL REPORT

OF THE

HARVARD BRANCH RAILROAD COMPANY.

Return of the Harvard Branch Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock, - - - - -	\$40,000 00	
Increase of capital since last report, - - - - -	None.	
Capital paid in per last report, - - - - -	6,810 00	
Capital paid in since last report, - - - - -	12,630 00	
Total amount of capital stock paid in, - - - - -		19,440 00
Funded debt, per last report, - - - - -	None.	
Funded debt paid since last report, - - - - -	do	
Funded debt, increase of, since last report, - - - - -	do	
Total present amount of funded debt, - - - - -	do	
Floating debt, per last report, - - - - -	do	
Floating debt paid since last report, - - - - -	do	
Floating debt, increase of, since last report, - - - - -	6,500 00	
Total present amount of floating debt, - - - - -	6,500 00	
Total present amount of funded and floating debt, - - - - -	6,500 00	
Average rate of interest per annum paid during the year, - - - - -	6 per cent.	
Maximum amount of debt for each month during the year, viz.: January, \$ - - - - -; February, \$ - - - - -; March, \$ - - - - -; April, \$ - - - - -; May, \$ - - - - -; June, \$ - - - - -; July, \$ - - - - -; August, \$ - - - - -; September, \$ - - - - -; October, \$ - - - - -; November, \$ - - - - -; December, \$ - - - - -.	No means of ascertaining.	
[Unliquidated claims for various accounts, estimated at, say,] - - - - -		
	6,000 00	
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report, - - - - -	334 24	
For graduation and masonry paid during the past year, - - - - -	523 66	
Total amount expended for graduation and masonry, - - - - -		857 90
For wooden bridges, per last report, - - - - -	None.	
For wooden bridges paid during the past year, - - - - -	None.	
Total amount expended for wooden bridges, - - - - -	Nothing.	
Total amount expended for iron bridges, (if any,) - - - - -	None.	
For superstructure, including iron, per last report, - - - - -	1,355 33	
For superstructure, including iron, paid during the past year, - - - - -	5,261 10	
Total amount expended for superstructure, including iron, - - - - -		6,616 43
For stations, buildings and fixtures, per last report, - - - - -	1,307 00	
For stations, buildings and fixtures, paid during the past year, - - - - -	2,829 40	
Total amount expended for stations, buildings and fixtures, - - - - -		4,136 40
For land, land-damages and fences, per last report, - - - - -	Nothing.	
For land, land-damages and fences, paid during the past year, - - - - -	6,574 24	

Total amount expended for land, land-damages and fences, - - - - -		\$6,574 24
For locomotives, per last report, - - - - -	This corporation owns no engines, cars, nor road equipment.	
For locomotives, paid during the past year, - - - - -		
Total amount expended for locomotives, - - - - -		
For passenger and baggage cars, per last report, - - - - -		
For passenger and baggage cars, paid during the past year, - - - - -		
Total amount expended for passenger and baggage cars, - - - - -		
For merchandise cars, per last report, - - - - -		
For merchandise cars, paid during the past year, - - - - -		
Total amount expended for merchandise cars, - - - - -		
For engineering, per last report, - - - - -		\$100 00
For engineering, paid during the past year, - - - - -		649 31
Total amount expended for engineering, - - - - -		749 31
For agencies and other expenses, per last report, - - - - -	Nothing.	
For agencies and other expenses, paid during the past year, - - - - -		278 74
Total amount expended for agencies and other expenses, - - - - -		278 74
Total cost of road and equipment, [including estimate of unliquidated claims, - - - - -		26,213 02

CHARACTERISTICS OF ROAD.

Length of road, - - - - -	3,673 feet.
Length of single main track, - - - - -	3,673 feet.
Length of double main track, - - - - -	None.
Length of branches owned by the Company, stating whether they have a single or double track, - - - - -	None.
Aggregate length of sidings and other tracks, excepting main track and branches, - - - - -	555 feet.
Weight of rail per yard in main road, - - - - -	49 lbs.
Weight of rail per yard in branch roads, - - - - -	None.
Specify the different weights per yard, - - - - -	
Maximum grade, with its length in main road, - - - - -	37 feet per mile, 600 feet.
Maximum grade, with its length in branch roads, - - - - -	
Total rise and fall in main road, - - - - -	9.7 feet.
Total rise and fall in branch roads, - - - - -	
Shortest radius of curvature, with length of curve in main road, - - - - -	Rad. 451 ft.; length, 239 ft.
Shortest radius of curvature, with length of curve in branch roads, - - - - -	
Total degrees of curvature in main road, - - - - -	102°.
Total degrees of curvature in branch roads, - - - - -	
Total length of straight line in main road, - - - - -	2,240 feet.
Total length of straight line in branches, - - - - -	
Aggregate length of wooden truss bridges, - - - - -	None.
Aggregate length of all other wooden bridges, - - - - -	
Aggregate length of iron bridges, - - - - -	do
Whole length of road unfenced on both sides, - - - - -	do
Number of public ways crossed at grade, - - - - -	2
Number of railroads crossed at grade, - - - - -	None.
Remarks, - - - - -	
Way stations for express trains, - - - - -	
Way stations for accommodation trains, - - - - -	
Flag stations, - - - - -	1
Whole number of way stations, - - - - -	
Whole number of flag stations, - - - - -	1 station at terminus.

DOINGS DURING THE YEAR.			
Miles run by passenger trains,	-	-	14,488
Miles run by freight trains,	-	-	None.
Miles run by other trains,	-	-	do
Total miles run,	-	-	14,488
Number of passengers carried in the cars,	-	-	100,909
Number of passengers carried one mile,	-	-	348,801
Number of tons of merchandise carried in the cars,	-	-	None.
Number of tons of merchandise carried one mile,	-	-	do
Number of passengers carried one mile, to and from other roads,	-	-	do
Number of tons carried one mile, to and from other roads,	-	-	do
Rate of speed adopted for express passenger trains, including stops,	-	-	No express trains.
Average rate of speed actually attained by express passenger trains, including stops and detentions,	-	-	do
Rate of speed adopted for accommodation trains,	-	-	20 miles per hour.
Rate of speed actually attained by accommodation trains, including stops and detentions,	-	-	19 do do
Average rate of speed actually attained by special trains, including stops and detentions,	-	-	None.
Average rate of speed adopted for freight trains, including stops and detentions,	-	-	do
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile,	-	-	187,824
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,	-	-	None.

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron,	-	-	\$32 00
For repairs of wooden bridges,	-	-	} Total, {
For renewals of iron, including laying down,	-	-	
For wages of switchmen, av. per mo., \$	-	-	
For wages of gate-keepers, av. per mo., \$	-	-	
For wages of signal men, av. per mo., \$	-	-	
For wages of watchmen, av. per mo., \$	-	-	} Worked by contract with Fitchburg Railroad Company. Expense for the year, \$7,244 00.
Number of men employed, exclusive of those engaged in construction,	-	-	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	-	-	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	-	-	
Total for maintenance of way,	-	-	

MOTIVE POWER AND CARS.

For repairs of locomotives,	-	-	} Answered above.
For new locomotives, to cover depreciation,	-	-	
For repairs of passenger cars,	-	-	
For new passenger cars, to cover depreciation,	-	-	
For repairs of merchandise cars,	-	-	
For new merchandise cars, to cover depreciation,	-	-	}
For repairs of gravel and other cars,	-	-	
Total for maintenance of motive power and cars,	-	-	
Number of engines,	-	-	
Number of passenger cars,	-	-	
Number of baggage cars,	-	-	}
Number of merchandise cars,	-	-	
Number of gravel cars,	-	-	

MISCELLANEOUS.

For fuel used by engines during the year, viz. :

Wood,	-	-	-	-	-
Coal,	-	-	-	-	-

For oil used by cars and engines, - - -

For waste and other material for cleaning, - - -

For salaries, wages and incidental expenses, chargeable to passenger department, - - -

For salaries, wages and incidental expenses, chargeable to freight department, - - -

For gratuities and damages, - - -

For taxes and insurance, - - -

For ferries, - - -

For repairs of station buildings, aqueducts, fixtures, furniture, - - -

For interest, - - -

For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, - - -

For amount paid other companies, as rent for use of their roads, specifying each company, - - -

For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - -

Total miscellaneous, - - -

Total expenditures for working the road, - - -

} Answered above.

\$7,276 00

INCOME DURING THE YEAR.

For passengers :—

1. On main road, including branches owned by Co., 6,610 21

2. To and from other roads, specifying what, -

For freight :—

1. On main road and branches owned by company, None.

2. To and from other connecting roads, -

U. S. mails, - - -

Rents, - - -

Total income, - - - 6,610 21

Net earnings, after deducting expenses, - - - None.

DIVIDENDS.

Per cent. Total, - - - do

Surplus not divided, - - - do

Surplus last year, - - - do

Total surplus, - - - do

ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ. :

Road and bridges, - - - do

Buildings, - - - do

Engines and cars, - - - do

GARDINER G. HUBBARD,
JAMES DANA,
JOSEPH W. WARD,
WM. L. WHITNEY,

Directors of the Harvard Branch Railroad.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. *January 22, 1851.* Then the above named Gardiner G. Hubbard, James Dana, Joseph W. Ward, and William L. Whitney, personally appeared, and made oath that the foregoing return of the Harvard Branch Railroad, is true, according to their knowledge, information, and belief.

FRANCIS A. BROOKS, *Justice of the Peace.*

SIXTH ANNUAL REPORT

OF THE

LEXINGTON AND WEST CAMBRIDGE RAILROAD
COMPANY.*Return of the Lexington and West Cambridge Railroad, under the Act of May 1, 1849,
chap. 191.*

Capital stock, - - - - -	\$200,000 00
Increase of capital since last report, - - - - -	
Capital paid in per last report, - - - - -	\$119,290 00
Capital paid in since last report, - - - - -	1,710 00
Total amount of capital stock paid in, - - - - -	121,000 00
Funded debt, per last report, - - - - -	
Funded debt paid since last report, - - - - -	
Funded debt, increase of, since last report, - - - - -	
Total present amount of funded debt, - - - - -	120 00
Floating debt, per last report, - - - - -	5,491 26
Floating debt paid since last report, - - - - -	1,000 00
Floating debt, increase of, since last report, - - - - -	
Total present amount of floating debt, - - - - -	4,491 26
Total present amount of funded and floating debt, - - - - -	124,491 26
Average rate of interest per annum paid during the year, - - - - -	6 per cent.
Maximum amount of debt for each month during the year, viz.: January, \$5,491 26; February, \$5,491 26; March, \$5,491 26; April, \$5,491 26; May, \$5,491 26; June, \$5,491 26; July, \$5,491 26; August, \$5,491 26; September, \$5,491 26; October, \$5,491 26; November, \$5,491 26; December, \$5,491 26.	
COST OF ROAD AND EQUIPMENT.	
For graduation and masonry, per last report, - - - - -	43,862 15
For graduation and masonry paid during the past year, - - - - -	
Total amount expended for graduation and masonry, - - - - -	
For wooden bridges, per last report, - - - - -	
For wooden bridges paid during the past year, - - - - -	
Total amount expended for wooden bridges, - - - - -	14,371 47
Total amount expended for iron bridges, (if any,) - - - - -	
For superstructure, including iron, per last report, - - - - -	72,076 06
For superstructure, including iron, paid during the past year, - - - - -	605 52
Total amount expended for superstructure, including iron, - - - - -	72,681 58
For stations, buildings and fixtures, per last report, - - - - -	14,924 25
For stations, buildings and fixtures, paid during the past year, - - - - -	14 47
Total amount expended for stations, buildings and fixtures, - - - - -	14,938 72

For land, land-damages and fences, per last report, -	}	\$57,121 60
For land, land-damages and fences, paid during the past year, - - - - -		
Total amount expended for land, land-damages and fences, - - - - -		
For locomotives, per last report, - - - - -	}	Operated by the Fitchburg Railroad Co. by contract.
For locomotives, paid during the past year, - - - - -		
Total amount expended for locomotives, - - - - -		
For passenger and baggage cars, per last report, - - - - -	}	39,185 34
For passenger and baggage cars, paid during the past year, - - - - -		
Total amount expended for passenger and baggage cars, - - - - -		
For merchandise cars, per last report, - - - - -	}	242,160 86
For merchandise cars, paid during the past year, - - - - -		
Total amount expended for merchandise cars, - - - - -		
For engineering, per last report, - - - - -	}	
For engineering, paid during the past year, - - - - -		
Total amount expended for engineering, - - - - -		
For agencies and other expenses, per last report, - - - - -	}	
For agencies and other expenses, paid during the past year, - - - - -		
Total amount expended for agencies and other expenses, - - - - -		
Total cost of road and equipment, - - - - -		

CHARACTERISTICS OF ROAD.

Length of road, - - - - -	6 632-1000 miles.
Length of single main track, - - - - -	do do
Length of double main track, - - - - -	
Length of branches owned by the company, stating whether they have a single or double track, - - - - -	
Aggregate length of sidings and other tracks, excepting main track and branches, - - - - -	
Weight of rail per yard in main road, - - - - -	56 lbs.
Weight of rail per yard in branch roads, - - - - -	
Specify the different weights per yard, - - - - -	
Maximum grade, with its length in main road, - - - - -	56 feet, and 89-100 miles
Maximum grade, with its length in branch roads, - - - - -	[long.
Total rise and fall in main road, - - - - -	211 2-10 ft. rise, and 7 13-
Total rise and fall in branch roads, - - - - -	[100 in fall.
Shortest radius of curvature, with length of curve in main road, - - - - -	1000 ft. ; 980 ft. in length.
Shortest radius of curvature, with length of curve in branch roads, - - - - -	
Total degrees of curvature in main road, - - - - -	405 deg.
Total degrees of curvature in branch roads, - - - - -	
Total length of straight line in main road, - - - - -	4 232-1000 miles.
Total length of straight line in branches, - - - - -	
Aggregate length of wooden truss bridges, - - - - -	
Aggregate length of all other wooden bridges, - - - - -	80 feet.
Aggregate length of iron bridges, - - - - -	
Whole length of road unfenced on both sides, - - - - -	210 rods.
Number of public ways crossed at grade, - - - - -	7
Number of railroads crossed at grade, - - - - -	None.
Remarks, - - - - -	Unfenced road is mostly on swamps and gravel pits.
Way stations for express trains, - - - - -	None.
Way stations for accommodation trains, - - - - -	5
Flag stations, - - - - -	None.

Whole number of way stations,	-	-	-	5
Whole number of flag stations,	-	-	-	None.

DOINGS DURING THE YEAR.

Miles run by passenger trains,	-	-	-	Run by the Fitchburg Rail-
Miles run by freight trains,	-	-	-	road, by contract.
Miles run by other trains,	-	-	-	
Total miles run,	-	-	-	
Number of passengers carried in the cars,	-	-	-	
Number of passengers carried one mile,	-	-	-	
Number of tons of merchandise carried in the cars,	-	-	-	
Number of tons of merchandise carried one mile,	-	-	-	
Number of passengers carried one mile, to and from other roads,	-	-	-	
Number of tons carried one mile, to and from other roads,	-	-	-	
Rate of speed adopted for express passenger trains, including stops,	-	-	-	
Average rate of speed actually attained by express passenger trains, including stops and detentions,	-	-	-	
Rate of speed adopted for accommodation trains,	-	-	-	
Rate of speed actually attained by accommodation trains, including stops and detentions,	-	-	-	
Average rate of speed actually attained by special trains, including stops and detentions,	-	-	-	
Average rate of speed adopted for freight trains, including stops and detentions,	-	-	-	
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile,	-	-	-	
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,	-	-	-	

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	-	-	-	Construction account.
For repairs of wooden bridges,	-	-	-	
For renewals of iron, including laying down,	-	-	-	
For wages of switchmen, av. per mo. \$	-	-	-	Total.
For wages of gate-keepers, av. per mo. \$	-	-	-	
For wages of signal-men, av. per mo. \$	-	-	-	
For wages of watchmen, av. per mo. \$	-	-	-	
Number of men employed, exclusive of those engaged in construction,	-	-	-	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam power used,)	-	-	-	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	-	-	-	
Total for maintenance of way,	-	-	-	

MOTIVE POWER AND CARS.

For repairs of locomotives,	-	-	-	This company owns no cars or engines.
For new locomotives to cover depreciation,	-	-	-	
For repairs of passenger cars,	-	-	-	
For new passenger cars to cover depreciation,	-	-	-	
For repairs of merchandise cars,	-	-	-	
For new merchandise cars, to cover depreciation,	-	-	-	
For repairs of gravel and other cars,	-	-	-	
Total for maintenance of motive power and cars,	-	-	-	
Number of engines,	-	-	-	

Number of passenger cars,	-	-	-	-
Number of baggage cars,	-	-	-	-
Number of merchandise cars,	-	-	-	-
Number of gravel cars,	-	-	-	-

MISCELLANEOUS.

For fuel used by engines during the year, viz.,	-	-	-	-
Wood,	-	-	-	-
Coal,	-	-	-	-
For oil used by cars and engines,	-	-	-	-
For waste and other material for cleaning,	-	-	-	-
For salaries, wages and incidental expenses, charge-	-	-	-	-
able to passenger department,	-	-	-	-
For salaries, wages and incidental expenses, charge-	-	-	-	-
able to freight department,	-	-	-	-
For gratuities and damages,	-	-	-	-
For taxes and insurance,	-	-	-	-
For ferries,	-	-	-	-
For repairs of station buildings, aqueducts, fixtures,	-	-	-	-
furniture,	-	-	-	-
For interest,	-	-	-	-
For amount paid other companies, in tolls for pas-	-	-	-	-
sengers, and freight carried on their roads, speci-	-	-	-	-
fying each company,	-	-	-	-
For amount paid other companies as rent for use of	-	-	-	-
their roads, specifying each company,	-	-	-	-
For salaries of president, treasurer, superintendent,	-	-	-	-
law expenses, office expenses of the above offices,	-	-	-	-
and all other expenses not included in any of the	-	-	-	-
foregoing items,	-	-	-	-
Total miscellaneous,	-	-	-	-
Total expenditures for working the road,	-	-	-	-

\$400 00

INCOME DURING THE YEAR.

For passengers:—

1. On main road, including branches owned by company,

2. To and from other roads, specifying what,

For freight:—

1. On main road and branches owned by company,

2. To and from other connecting roads,

U. S. Mails,

Rents,

Total income,

Net earnings, after deducting expenses,

Reported by the Fitchburg Company.

DIVIDENDS.

Per cent. Total,

Surplus not divided,

Surplus last year,

Total surplus,

None.

ESTIMATED DEPRECIATION BEYOND THE RENEW-

ALS, VIZ.

Road and bridges,

Buildings,

Engines and cars,

CHARLES HUDSON,
JAMES DANA,
ISAAC D. FARNSWORTH,
ADDISON GAGE,
SAMUEL BUTTERFIELD,
S. S. LITTLEHALE,
JOSEPH N. HOWE.

SUFFOLK, ss. *January 16, 1851.* Then personally appeared James Dana, Isaac D. Farnsworth, and Addison Gage, and made oath that the above return, by them subscribed, is just and true, according to the best of their knowledge and belief. Before me, CHARLES HUDSON,
Justice of the Peace, throughout the Commonwealth.

MIDDLESEX, ss. *January 16, 1851.* Then personally appeared Charles Hudson, and made oath that this return, by him subscribed, is true, according to the best of his knowledge and belief.

Before me, JAMES DANA, *Justice of the Peace.*

SUFFOLK, ss. *January 17, 1851.* Then personally appeared Samuel Butterfield, and made oath that the report, by him subscribed, is true, according to his best knowledge and belief. Before me,

CHARLES HUDSON, *Justice of the Peace, throughout the State.*

SUFFOLK, ss. *January 17, 1851.* Personally appeared S. S. Littlehale, and made oath that the return, by him subscribed, is true, according to his best knowledge and belief. Before me,

CHARLES HUDSON, *Justice of the Peace, throughout the State.*

SUFFOLK, ss. *January 21, 1851.* Personally appeared Joseph N. Howe, and made oath that the return, by him subscribed, is true, according to his best knowledge and belief. Before me,

CHARLES HUDSON, *Justice of the Peace.*

FIFTH ANNUAL REPORT

OF THE

LOWELL AND LAWRENCE RAILROAD COMPANY.

Return of the Lowell and Lawrence Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock, [\$300,000 by charter,]	-	-	\$200,000 00 taken up.
Increase of capital since last report,	-	-	None.
Capital paid in per last report,	-	-	200,000 00
Capital paid in since last report,	-	-	None.
Total amount of capital stock paid in,	-	-	\$200,000 00
Funded debt, per last report,	-	-	} None.
Funded debt, paid since last report,	-	-	
Funded debt, increase of, since last report,	-	-	
Total present amount of funded debt,	-	-	
Floating debt, per last report,	-	-	116,497 10
Floating debt, paid since last report,	-	-	None.
Floating debt, increase of, since last report,	-	-	12,330 44
Total present amount of floating debt,	-	-	128,827 54
Total present amount of funded and floating debt,	-	-	128,827 54
Average rate of interest per annum paid during the year,	-	-	About 7½ per cent.
Maximum amount of debt for each month during the year, viz.: January, \$111,387; February, \$116,902; March, \$114,288; April, \$112,057; May, \$116,339; June, \$117,479; July, \$114,925; August, \$114,825; September, \$113,769; October, \$120,538; November, \$119,477; December, \$128,827.			
[This is the amount on which the Company pays interest.]			
COST OF ROAD AND EQUIPMENT.			
For graduation and masonry, per last report,	-	-	71,135 15
For graduation and masonry paid during the past year,	-	-	247 40
Total amount expended for graduation and masonry,	-	-	71,382 55
For wooden bridges, per last report,	-	-	4,861 11
For wooden bridges paid during the past year,	-	-	Nothing.
Total amount expended for wooden bridges,	-	-	4,861 11
Total amount expended for iron bridges, (if any,)	-	-	None.
For superstructure, including iron, per last report,	-	-	149,849 26
For superstructure, including iron, paid during the past year,	-	-	6,657 25
Total amount expended for superstructure, including iron,	-	-	156,506 51
For stations, buildings and fixtures, per last report,	-	-	10,825 68

For stations, buildings and fixtures, paid during the past year, - - - -	\$1,755 39	
Total amount expended for stations, buildings and fixtures, - - - -		\$12,681 27
For land, land-damages and fences, per last report, - - - -	37,316 35	
For land, land-damages and fences, paid during the past year, - - - -	2,200 68	
Total amount expended for land, land-damages and fences, - - - -		39,517 03
For locomotives, per last report, - - - -	15,653 25	
For locomotives, paid during the past year, - - - -	None.	
Total amount expended for locomotives, - - - -		15,653 25
For passenger and baggage cars, per last report, - - - -	6,900 60	
For passenger and baggage cars, paid during the past year, - - - -	100 00	
Total amount expended for passenger and baggage cars, - - - -		7,000 60
For merchandise cars, per last report, - - - -	6,621 43	
For merchandise cars, paid during the past year, - - - -	None.	
Total amount expended for merchandise cars, - - - -		6,621 43
For engineering, per last report, [and other expenses,] - - - -	7,831 60	
For engineering, paid during the past year, - - - -	25 50	
Total amount expended for engineering, - - - -		7,857 10
For agencies and other expenses, per last report, - - - -	43 03	
For agencies and other expenses, paid during the past year, - - - -	169 01	
Total amount expended for agencies and other expenses, - - - -		212 64
[Interest to stockholders, and on money loaned while constructing,] - - - -		10,960 93
Total cost of road and equipment, - - - -		333,254 42

CHARACTERISTICS OF ROAD.

Length of road, - - - -	12.35 miles.
Length of single main track, - - - -	12.35 do
Length of double main track, - - - -	None.
Length of branches owned by the company, stating whether they have a single or double track, - - - -	do
Aggregate length of sidings and other tracks, excepting main track and branches, - - - -	About 1½ miles.
Weight of rail per yard in main road, - - - -	58 lbs.
Weight of rail per yard in branch roads, - - - -	None.
Specify the different weights per yard, - - - -	do
Maximum grade, with its length in main road, - - - -	45.40.
Maximum grade, with its length in branch roads, - - - -	None.
Total rise and fall in main road, - - - -	Rise, 115.77; fall, 162.70.
Total rise and fall in branch roads, - - - -	None.
Shortest radius of curvature, with length of curve in main road, - - - -	1146°, 1100 feet.
Shortest radius of curvature, with length of curve in branch roads, - - - -	None.
Total degrees of curvature in main road, - - - -	420°.
Total degrees of curvature in branch roads, - - - -	None.
Total length of straight line in main road, - - - -	8.86 miles.
Total length of straight line in branches, - - - -	None.
Aggregate length of wooden truss bridges, - - - -	do
Aggregate length of all other wooden bridges, - - - -	About 400 feet.
Aggregate length of iron bridges, - - - -	None.

Whole length of road unfenced on both sides,	-	None.	
Number of public ways crossed at grade,	-	12	
Number of railroads crossed at grade,	-	1	
Remarks,	-		
Way stations for express trains,	-	None.	
Way stations for accommodation trains,	-	do	
Flag stations,	-	4	
Whole number of way stations,	-	None.	
Whole number of flag stations,	-	4	

DOINGS DURING THE YEAR.

Miles run by passenger trains,	-	32,658	
Miles run by freight trains,	-	2,250	
Miles run by other trains,	-	None.	
Total miles run,	-		34,808
Number of passengers carried in the cars,	-	99,202	
Number of passengers carried one mile,	-	1,206,859	
Number of tons of merchandise carried in the cars,	-	7,229	
Number of tons of merchandise carried one mile,	-	90,362	
Number of passengers carried one mile, to and from other roads,	-	888	
Number of tons carried one mile, to and from other roads,	-	3,062	
Rate of speed adopted for express passenger trains, including stops,	-	None.	
Average rate of speed actually attained by express passenger trains, including stops and detentions,	-	do	
Rate of speed adopted for accommodation trains,	-	25 miles an hour.	
Rate of speed actually attained by accommodation trains, including stops and detentions,	-	25 do do	
Average rate of speed actually attained by special trains, including stops and detentions,	-		
Average rate of speed adopted for freight trains, including stops and detentions,	-	15 do do	
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile,	-	357,212	
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,	-	318,780	

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron,	-	\$3,468 83	
For repairs of wooden bridges,	-	4 59	
For renewals of iron, including laying down,	-	None.	
For wages of switchmen, av. per mo., \$68 00	} Total,		
For wages of gate-keepers, av. per mo., \$ None,			
For wages of signal men, av. per mo., \$ None,			
For wages of watchmen, av. per mo., \$22 00		1,080 00	
Number of men employed exclusive of those engaged in construction,	-	25	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam power used,)	-	None.	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	-	do	
Total for maintenance of way,	-		4,553 42

MOTIVE POWER AND CARS.

For repairs of locomotives,	-	\$3,219 09	
For new locomotives, to cover depreciation,	-	Nothing.	

For repairs of passenger cars, - - -	\$350 51	
For new passenger cars, to cover depreciation, -	Nothing.	
For repairs of merchandise cars, - - -	236 81	
For new merchandise cars, to cover depreciation, -	None.	
For repairs of gravel and other cars, - - -	do	
Total for maintenance of motive power and cars, -		\$3,806 41
Number of engines, - - -	3	
Number of passenger cars, - - -	3	
Number of baggage cars, - - -	1	
Number of merchandise cars, - - -	15	
Number of gravel cars, - - -	6	

MISCELLANEOUS.

For fuel used by engines during the year, viz., -	4,401 20	
Wood, - - -	1,125 cords.	
Coal, - - -	None.	
For oil used by cars and engines, - - -	406 13	
For waste and other material for cleaning, -	60 00	
For salaries, wages and incidental expenses, chargeable to passenger department, - - -	2,690 96	
For salaries, wages and incidental expenses, chargeable to freight department, - - -	1,050 00	
For gratuities and damages, - - -	217 57	
For taxes and insurance, - - -	93 48	
For ferries, - - -		
For repairs of station buildings, aqueducts, fixtures, furniture, - - -	425 66	
For interest, - - -	8,600 00	
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, - - -		
For amount paid other companies as rent for use of their roads, specifying each company, -	2,000 00	B. & M. R. R.
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - -	1,443 42	
Total miscellaneous, - - -		
Total expenditures for working the road, - - -		\$29,748 25

INCOME DURING THE YEAR.

For passengers :—

1. On main road, including branches owned by Co.,	29,569 92
2. To and from other roads, specifying what, -	23 60

For freight :—

1. On main road and branches owned by company,	6,961 07
2. To and from other connecting roads, -	174 64
U. S. mails, - - -	300 00
Rents, [including use of road by Salem and Lowell Road,] - - -	1,729 09
Total income, - - -	38,758 32

Net earnings, after deducting expenses, - - - 9,010 07

DIVIDENDS.

Per cent. Total, [4 per cent. per an. on \$200,000,]	8,000 00
Surplus not divided, - - -	1,010 07
Surplus last year, [used for the present, to reduce floating debt,] - - -	7,865 47
Total surplus, - - -	8,875 54

ESTIMATED DEPRECIATION BEYOND THE RENEW-					
ALS, VIZ.					
Road and bridges,	-	-	-	-	-
Buildings,	-	-	-	-	-
Engines and cars,	-	-	-	-	-

There have been no fatal accidents on the road during the year.

WILLIAM LIVINGSTON,
SIDNEY SPALDING,
ISAAC FARRINGTON,
HORACE HOWARD,
ABNER W. BUTTRICK,
OTIS ALLEN,
FREDERICK PARKER,

Directors.

MIDDLESEX, ss. *January 25, 1851.* Personally appeared the above named William Livingston, Sidney Spalding, Isaac Farrington, Horace Howard, Abner W. Buttrick, and Otis Allen, and made oath that the foregoing return is true, according to their best knowledge and belief.

Before me, JOHN A. KNOWLES, *Justice of the Peace.*

MIDDLESEX, ss. *January 27, 1851.* Then Frederick Parker appeared, and made oath as above, to this return.

Before me, JOHN A. KNOWLES, *Justice of the Peace.*

SECOND ANNUAL REPORT

OF THE

MEDWAY BRANCH RAILROAD CORPORATION.

The President and Directors of the Medway Branch would respectfully report, in addition to their last yearly Report, that, in addition to the same, they have only resurveyed and located the same.

J. C. HURD,
W. FARNUM,
W. LOVERING.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. *Boston, January 24, 1851.* Then appeared the above named Hurd and Farnum, and severally swore that the above report, by them subscribed, was true. Before me;

JNO. GOLDSBURY, *Justice of the Peace.*

SUFFOLK, ss. *Boston, January 25, 1851.* Then personally appeared the above named W. Lovering, and swore the above report, by him subscribed, was true.

EDWD. L. KEYES, *Justice of the Peace,*
in all the Counties of the Commonwealth.

FIRST ANNUAL REPORT

OF THE

MIDLAND RAILROAD COMPANY.

To the Honorable Legislature of Massachusetts :

The Midland Railroad Company was chartered by act of the Legislature of this Commonwealth, at its last session. By a provision of its charter the company is required to keep within the "hundred rod line," so called, in the location of its road, across South Boston Cove. The Directors believe such location would cause greater obstruction to the navigation of Fore Point Channel, and much greater injury to private property than a location varying slightly from the chartered route. They have therefore delayed the location of their road, hoping the present Legislature will so amend their charter as to allow a more judicious location. The corporation has been fully organized, and will in due time proceed to a final location of its road. The Directors will be obliged to ask for an extension of time for the location and construction of their road, having delayed the location for the above, and other reasons.

E. D. AMMIDOWN,
W. FARNUM,
FRANCIS BRINLEY,
H. N. SLATER,
TH. RICHARDSON,
JOSEPH W. WARD,
MARSHALL P. WILDER,
ROBERT CODMAN,
H. K. HORTON.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. *Boston, January 24, 1851.* Then appeared the within named Slater, Ammidown, and Farnum, and severally swore that the within Annual Return, by them subscribed, was true. Before me,

JNO. GOLDSBURY, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. *Boston, January 27, 1851.* Then personally appeared before me, the within named Francis Brinley, Thomas Richardson, Joseph W. Ward, Marshall P. Wilder, and Robert Codman, and severally made oath that the within return, by them respectively subscribed, is true.

THOMAS A. DEXTER, *Justice of the Peace.*

FIFTEENTH ANNUAL REPORT

OF THE

NASHUA AND LOWELL RAILROAD COMPANY.

Return of the Nashua and Lowell Railroad, under the Act of May 1, 1849, ch. 191.

Capital stock, - - - - -		\$600,000 00
Increase of capital since last report, - - - - -	None.	
Capital paid in per last report, - - - - -	\$600,000 00	
Capital paid in since last report, - - - - -	None.	
Total amount of capital stock paid in, - - - - -		600,000 00
Funded debt, per last report, - - - - -	This corporation owes no debt.	
Funded debt paid since last report, - - - - -		
Funded debt, increase of, since last report, - - - - -		
Total present amount of funded debt, - - - - -		
Floating debt, per last report, - - - - -		
Floating debt paid since last report, - - - - -		
Floating debt, increase of, since last report, - - - - -		
Total present amount of floating debt, - - - - -		
Total present amount of funded and floating debt, - - - - -		
Average rate of interest per annum paid during the year, - - - - -		
Maximum amount of debt for each month during the year, viz.: January, \$; February, \$;		
March, \$; April, \$; May, \$;		
June, \$; July, \$; August, \$;		
September, \$; October, \$; November, \$;		
December, \$.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report, - - - - -	115,049 76	
For graduation and masonry paid during the past year, - - - - -	1,289 52	
Total amount expended for graduation and masonry, - - - - -		116,339 28
For wooden bridges, per last report, - - - - -	2,530 35	
For wooden bridges paid during the past year, - - - - -		
Total amount expended for wooden bridges, - - - - -		2,530 35
Total amount expended for iron bridges, (if any,) - - - - -		1,875 00
For superstructure, including iron, per last report, - - - - -	233,998 35	
For superstructure, including iron, paid during the past year, - - - - -		
Total amount expended for superstructure, including iron, - - - - -		233,998 35
For stations, buildings and fixtures, per last report, - - - - -	93,196 95	
For stations, buildings and fixtures, paid during the past year, - - - - -		
Total amount expended for stations, buildings and fixtures, - - - - -		93,196 95
For land, land-damages and fences, per last report, - - - - -	87,027 75	
For land, land-damages and fences, paid during the past year, - - - - -	1,602 31	
Total amount expended for land, land-damages and fences, - - - - -		88,630 06

For locomotives, per last report, - - -	\$39,000 00	
For locomotives, paid during the past year, - -	7,240 48	
Total amount expended for locomotives, - -		\$46,240 48
For passenger and baggage cars, per last report, -	13,792 71	
For passenger and baggage cars, paid during the past year, - - -		
Total amount expended for passenger and baggage cars, - - -		13,792 71
For merchandise cars, per last report, - - -	33,101 09	
For merchandise cars, paid during the past year, -		
Total amount expended for merchandise cars, -		33,101 09
For engineering, per last report, - - -	21,510 61	
For engineering, paid during the past year, -		
Total amount expended for engineering, - -		21,510 61
For agencies and other expenses, per last report, -		
For agencies and other expenses, paid during the past year, - - -		
Total amount expended for agencies and other expenses, - - -		
Total cost of road and equipment, - - -		651,214 88

CHARACTERISTICS OF ROAD.

Length of road, - - -	77,000 2-10 feet.
Length of single main track, - - -	2,011 "
Length of double main track, - - -	74,989 2-10 "
Length of branches owned by the company, stating whether they have a single or double track, -	None.
Aggregate length of sidings and other tracks, excepting main track and branches, -	2 3-4 miles.
Weight of rail per yard in main road, - - -	56 lbs.
Weight of rail per yard in branch roads, - -	
Specify the different weights per yard, - - -	No difference.
Maximum grade, with its length in main road, -	12 7-10 feet per mile, and
Maximum grade, with its length in branch roads, -	[4,133 feet long.
Total rise and fall in main road, - - -	73 5-10 feet.
Total rise and fall in branch roads, - - -	
Shortest radius of curvature, with length of curve in main road, - - -	636 feet, and 100 feet long.
Shortest radius of curvature, with length of curve in branch roads, - - -	
Total degrees of curvature in main road, - -	770 deg.
Total degrees of curvature in branch roads, -	
Total length of straight line in main road, -	6 72-100 miles.
Total length of straight line in branches, - -	
Aggregate length of wooden truss bridges, - -	530 feet.
Aggregate length of all other wooden bridges, -	664 "
Aggregate length of iron bridges, - - -	50 "
Whole length of road unfenced on both sides, -	None.
Number of public ways crossed at grade, - -	10
Number of railroads crossed at grade, - - -	1
Remarks, - - -	
Way stations for express trains, - - -	None.
Way stations for accommodation trains, - - -	2
Flag stations, - - -	2
Whole number of way stations, - - -	2
Whole number of flag stations, - - -	2

DOINGS DURING THE YEAR.

Miles run by passenger trains, - - -	33,063
Miles run by freight trains, - - -	28,210

Miles run by other trains, - - - -	4,126	
Total miles run, - - - -		65,399
Number of passengers carried in the cars, - -	261,459	
Number of passengers carried one mile, - -	2,779,128	
Number of tons of merchandise carried in the cars, -	161,893	
Number of tons of merchandise carried one mile, -	2,246,557	
Number of passengers carried one mile, to and from other roads, - - - -	2,313,174	
Number of tons carried one mile, to and from other roads, - - - -	2,100,610	
Rate of speed adopted for express passenger trains, including stops, - - - -	40 miles per hour.	
Average rate of speed actually attained by express passenger trains, including stops and detentions, -	40 do do	
Rate of speed adopted for accommodation trains, -	28 do do	
Rate of speed actually attained by accommodation trains, including stops and detentions, - -	28 do do	
Average rate of speed actually attained by special trains, including stops and detentions, - -	32 do do	
Average rate of speed adopted for freight trains, including stops and detentions, - - - -	14 do do	
Estimated weight in tons, of passenger cars, (not including passengers,) hauled one mile, - -		
Estimated weight in tons, of merchandise cars, (not including freight,) hauled one mile, - - -		
EXPENDITURES FOR WORKING THE ROAD.		
[For land-damages, included in "Cost of Road," &c.	\$1,602 31	
For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, [including new graduation and masonry, carried to "Cost of Road,"] - - - -	7,817 06	
For repairs of wooden bridges, - - - -	1,320 44	
For renewals of iron, including laying down, - -	2,200 00	
For wages of switchmen, av. per mo., \$	Total,	1,914 77
For wages of gate-keepers, av. per mo., \$		
For wages of signal men, av. per mo., \$		
For wages of watchmen, av. per mo., \$		
[Most of these men also perform other duties.]		
Number of men employed, exclusive of those engaged in construction, - - - -		
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) -		
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - - -	953 05	
Total for maintenance of way, - - - -		15,807 63
MOTIVE POWER AND CARS.		
For repairs of locomotives, - - - -	3,869 92	
For new locomotives, to ["Cost of Road,"] - -	7,240 48	
For repairs of passenger cars, - - - -	926 31	
For new passenger cars, to cover depreciation, [package car.] - - - -	697 73	
For repairs of merchandise cars, - - - -	1,842 57	
For new merchandise cars, to cover depreciation, -	1,226 45	
For repairs of gravel and other cars, [new gravel cars.] - - - -	2,388 67	
Total for maintenance of motive power and cars, -		18,192 13
Number of engines, - - - -	7	
Number of passenger cars, - - - -	8 long and 2 short cars.	

Number of baggage cars, - - - -	5
Number of merchandise cars, - - - -	135
Number of gravel cars, - - - -	10

MISCELLANEOUS.

For fuel used by engines during the year, viz.:	\$11,306 40
Wood, - - - - -	
Coal, - - - - -	
For oil used by cars and engines, - - - -	769 76
For waste and other material for cleaning, - -	183 87
For salaries, wages and incidental expenses, charge- able to passenger department, - - - -	6,721 51
For salaries, wages and incidental expenses, charge- able to freight department, - - - -	12,929 79
For gratuities and damages, - - - -	838 01
For taxes and insurance, - - - -	581 78
For ferries, - - - -	
For repairs of station buildings, aqueducts, fixtures, furniture, [including balance on new structures,]	8,114 86
For interest, - - - -	

For amount paid other companies, in tolls for pas- sengers, and freight carried on their roads, speci- fying each company, - - - -	} This Comp. pay the Stony Brook Road 6 per cent. per annum on their capital stock, from earnings of that road, which is not in- cluded in our general ex- pense account.
For amount paid other companies, as rent for use of their roads, specifying each company, - - - -	

For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses, not included in any of the foregoing items, - - - -	3,901 31
Total miscellaneous, - - - -	\$45,347 29
Total expenditures for working the road, - - - -	79,347 05

INCOME DURING THE YEAR.

For passengers:—

1. On main road, including branches owned by company, - - - -	16,435 97	
2. To and from other roads, specifying what, - -	38,147 73	54,583 70

For freight:—

1. On main road and branches owned by company, -	17,180 39	
2. To and from other connecting roads, - - - -	45,397 29	62,577 68
U. S. mails, \$1,287 21; express, 699 03; interest, 237 47; rents, 1,668 69; miscellaneous, 8,563 48,		12,455 83
Total income, - - - -		129,617 26
Net earnings, after deducting expenses, - - - -		50,270 21

DIVIDENDS.

Eight per cent. Total, - - - -		48,000 00
Surplus not divided, - - - -	2,270 21	
Surplus last year, - - - -	1,978 47	
Total surplus, - - - -		4,248 68
[The company have also invested in security of Portsmouth and Concord Railroad, under act of N. H. legislature, \$12,000, and in Vermont and Canada Telegraph line, \$2,500—in all, - - - -		
		14,500 00

ESTIMATED DEPRECIATION BEYOND THE RENEW-					
ALS, VIZ.:					
Road and bridges, -	-	-	-	-	None.
Buildings, -	-	-	-	-	None.
Engines and cars, -	-	-	-	-	None.

ACCIDENTS.

April 20, 1850.—Leonard Dearborne, a baggage master on the cars of the B. C. and Montreal Railroad Company, was killed by coming in contact with a farm bridge, in the northerly part of Lowell. He was standing on the top of the cars, contrary to the Rules of the Road, and without any known occasion for being there.

September 11, 1850.—Thomas Reed, an aged and infirm citizen of Lowell, was run over by a freight train, and instantly killed. He was standing on the track, opposite to Fiske's saw-mill in Lowell, and it is supposed the noise of the mill prevented his hearing the cars. The train was coming in, from the Boston and Lowell Road, without an engine, and was moving very slow, but he was not seen in season by the brakemen to stop the motion.

DAN'L ABBOT,
THOMAS B. WALES,
JESSE BOWERS,
WM. BOARDMAN,
HENRY TIMMINS.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Then personally appearing the above named Dan'l Abbot, Thomas B. Wales, Jesse Bowers, Wm. Boardman, and Henry Timmins, made oath that the above Report, by them subscribed, is true, according to their best knowledge and belief.

JNO. F. LORING, *Justice of the Peace.*

TWELFTH ANNUAL REPORT

OF THE

NEW BEDFORD AND TAUNTON RAILROAD
CORPORATION.

*Return of the New Bedford and Taunton Railroad, under the Act of May 1, 1849,
chap. 191, for the year ending December 31, 1850.*

Capital stock, - - - - -		\$400,000 00
Increase of capital since last report, - - -		
Capital paid in per last report, - - -	\$400,000 00	
Capital paid in since last report, - - -		
Total amount of capital stock paid in, - - -		400,000 00
Funded debt, per last report, - - -	None.	
Funded debt paid since last report, - - -	do	
Funded debt, increase of, since last report, - - -	do	
Total present amount of funded debt, - - -	do	
Floating debt, per last report, - - -	do	
Floating debt paid since last report, - - -	do	
Floating debt, increase of, since last report, - - -	do	
Total present amount of floating debt, - - -	do	
Total present amount of funded and floating debt, - - -	do	
Average rate of interest per annum paid during the year, - - - - -	6 per cent.	
Maximum amount of debt for each month during the year, viz.: January, \$11,000; February, \$8,000; March, \$6,000; April, \$3,500; May, \$2,000; June, \$1,500; July, \$6,000; August, none; September, none; October, none; November, none; December, none.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report, - - -	155,396 92	
For graduation and masonry paid during the past year, - - -		
Total amount expended for graduation and masonry, - - -		155,396 92
For wooden bridges, per last report, - - -	5,013 85	
For wooden bridges paid during the past year, - - -		
Total amount expended for wooden bridges, - - -		5,013 85
Total amount expended for iron bridges, (if any,) - - -		
For superstructure, including iron, per last report, - - -	150,804 05	
For superstructure, including iron, paid during the past year, - - -		
Total amount expended for superstructure, including iron, - - -		150,804 05
For stations, buildings and fixtures, per last report, - - -	29,872 51	
For stations, buildings and fixtures, paid during the past year, - - -	72 23	
Total amount expended for stations, buildings and fixtures, - - -		29,944 74
For land, land-damages and fences, per last report, - - -	73,599 29	

For land, land-damages and fences, paid during the past year, - - - - -		
Total amount expended for land, land-damages and fences, - - - - -		\$73,599 29
For locomotives, per last report, - - - - -	\$16,071 60	
For locomotives, paid during the past year, - - - - -	315 50	
Total amount expended for locomotives, - - - - -		16,387 10
For passenger and baggage cars, per last report, - - - - -	11,300 65	
For passenger and baggage cars, paid during the past year, - - - - -	3,314 18	
Total amount expended for passenger and baggage cars, - - - - -		14,614 83
For merchandise cars, per last report, - - - - -		
[20,779 11—5,814 01=	14,965 10	
For merchandise cars, paid during the past year, - - - - -	2,387 10	
Total amount expended for merchandise cars, - - - - -		17,352 20
For engineering, per last report, - - - - -	15,693 97	
For engineering, paid during the past year, - - - - -		
Total amount expended for engineering, - - - - -		15,693 97
For agencies and other expenses, per last report, - - - - -	19,944 73	
For agencies and other expenses, paid during the past year, - - - - -		
Total amount expended for agencies and other expenses, - - - - -		19,944 73
Total cost of road and equipment, - - - - -		498,751 68

CHARACTERISTICS OF ROAD.

Length of road, - - - - -	20 13-100 miles.
Length of single main track, - - - - -	20 13-100 do
Length of double main track, - - - - -	
Length of branches owned by the Company, stating whether they have a single or double track, - - - - -	5,000 feet—single.
Aggregate length of sidings and other tracks, excepting main track and branches, - - - - -	5,187 feet.
Weight of rail per yard in main road, - - - - -	56 lbs.
Weight of rail per yard in branch roads, - - - - -	56 lbs.
Specify the different weights per yard, - - - - -	[mile.
Maximum grade, with its length in main road, - - - - -	40 ft. per mile for 1 51-100
Maximum grade, with its length in branch roads, - - - - -	65 ft. per mile for 600 feet.
Total rise and fall in main road, - - - - -	168 feet, 193 feet.
Total rise and fall in branch roads, - - - - -	20 feet fall.
Shortest radius of curvature, with length of curve in main road, - - - - -	1906 feet in 1100 feet.
Shortest radius of curvature, with length of curve in branch roads, - - - - -	250 degrees in 300 feet.
Total degrees of curvature in main road, - - - - -	160 degrees.
Total degrees of curvature in branch roads, - - - - -	87 degrees and 45 minutes.
Total length of straight line in main road, - - - - -	17½ miles.
Total length of straight line in branches, - - - - -	3330 feet.
Aggregate length of wooden truss bridges, - - - - -	
Aggregate length of all other wooden bridges, - - - - -	281 feet.
Aggregate length of iron bridges, - - - - -	
Whole length of road unfenced on both sides, - - - - -	13,995 feet.
Number of public ways crossed at grade, - - - - -	19
Number of railroads crossed at grade, - - - - -	1
Remarks, - - - - -	
Way stations for express trains, - - - - -	
Way stations for accommodation trains, - - - - -	5
Flag stations, - - - - -	

Whole number of way stations, - - -	5	
Whole number of flag stations, - - -		
DOINGS DURING THE YEAR.		
Miles run by passenger trains, - - -	27,240	
Miles run by freight trains, - - -	13,420	
Miles run by other trains, - - -	50	
Total miles run, - - -		40,710
Number of passengers carried in the cars, - - -	104,591	
Number of passengers carried one mile, - - -	1,734,974	
Number of tons of merchandise carried in the cars, - - -	32,717	and 1641 lbs.
Number of tons of merchandise carried one mile, - - -	463,575	and 80 lbs.
Number of passengers carried one mile, to and from other roads, - - -	1,425,004	
Number of tons carried one mile, to and from other roads, - - -	406,966	and 1491 lbs.
Rate of speed adopted for express passenger trains, including stops, - - -		
Average rate of speed actually attained by express passenger trains, including stops and detentions, - - -		
Rate of speed adopted for accommodation trains, - - -	24 minutes per mile,	
Rate of speed actually attained by accommodation trains, including stops and detentions, - - -	20 miles in 45 minutes.	
Average rate of speed actually attained by special trains, including stops and detentions, - - -		
Average rate of speed adopted for freight trains, including stops and detentions, - - -	1½ hours for 20 miles.	
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, - - -	1,747,840	
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, - - -	982,900	
EXPENDITURES FOR WORKING THE ROAD.		
For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, - - -		\$10,737 09
For repairs of wooden bridges, - - -		
For renewals of iron, including laying down, - - -		
For wages of switchmen, av. per mo., \$35, - - -	Total, }	\$561 29 }
For wages of gate-keepers, av. per mo., \$ - - -		
For wages of signal men, av. per mo., \$ - - -		
For wages of watchmen, av. per mo., \$31 86, - - -		
Number of men employed, exclusive of those engaged in construction, - - -	72	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) - - -		
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - - -		
Total for maintenance of way, - - -		12,040 65
MOTIVE POWER AND CARS.		
For repairs of locomotives, - - -	2,023 71	
For new locomotives, to cover depreciation, - - -		
For repairs of passenger cars, - - -	3,427 32	
For new passenger cars, to cover depreciation, - - -		
For repairs of merchandise cars, - - -	3,117 20	
For new merchandise cars, to cover depreciation, - - -		
For repairs of gravel and other cars, - - -		
Total for maintenance of motive power and cars, - - -	8,568 23	
Number of engines, - - -	4	
Number of passenger cars, - - -	12	

Number of baggage cars, - - - -	5	
Number of merchandise cars, - - - -	83	
Number of gravel cars, - - - -	6	
MISCELLANEOUS.		
For fuel used by engines, machine shops, stations, &c., during the year, viz.:		
Wood, - - - - -	}	\$9,290 16
Coal, - - - - -		
For oil used by cars and engines, [stationary engines and machine shops,] - - - -		1,465 53
For waste and other material for cleaning, - - - -		
For salaries, wages and incidental expenses, chargeable to passenger department, - - - -		6,579 89
For salaries, wages and incidental expenses, chargeable to freight department, - - - -		7,320 54
For gratuities and damages, - - - -		404 66
For taxes and insurance, - - - -		196 45
For ferries, - - - - -		
For repairs of station buildings, aqueducts, fixtures, furniture, - - - - -		318 79
For interest, - - - - -		156 91
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, [Taunton Branch Railroad,] - - - -		50,429 10
For amount paid other companies, as rent for use of their roads, specifying each company, - - - -		
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - - - -		4,145 67
Total miscellaneous, - - - - -		\$80,307 70
Total expenditures for working the road, - - - -		100,916 58
INCOME DURING THE YEAR.		
[Received of Taunton Branch Railroad Company, under agreement with them, - - - -		6,360 64
For passengers:—		
1. On main road, including branches owned by Co., - - - -		9,498 56
2. To and from other roads, specifying what, - - - -		
[Taunton Branch, and Fall River, - - - - -		76,748 43
For freight:—		
1. On main road and branches owned by company, - - - -		5,220 67
2. To and from other connecting roads, - - - -		44,580 78
U. S. mails, - - - - -		1,950 00
Rents, - - - - -		113 50
Total income, - - - - -		144,472 58
Net earnings, after deducting expenses, - - - -		43,556 00
DIVIDENDS.		
7 Per cent. Total, - - - - -		28,000 00
Surplus not divided, - - - - -		10,531 04
Surplus last year, - - - - -		90,293 18
Total surplus, - - - - -		100,824 22
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:		
Road and bridges, - - - - -		
Buildings, - - - - -		
Engines and cars, - - - - -		

The cars and engines, together with the machine shop, car and engine houses at Taunton, are owned by this Corporation, in common with the Taunton Branch Railroad Corporation, in the proportion of the length of their respective roads ; and the two railroads are operated at the joint expense in the same proportion.

DAVID R. GREENE,
THOMAS MANDELL,
TH. S. HATHAWAY,
GEO. HOWLAND, JR.,
MATTHEW LUCE.

BRISTOL, ss. *January 20, 1851.* Then personally appeared the above named David R. Greene, Thomas Mandell, Thomas S. Hathaway, and Matthew Luce, and made oath, and the above named George Howland, Jr., made affirmation to the truth of the foregoing Return, by them severally subscribed, according to their best knowledge and belief.

Before me,

JOHN H. CLIFFORD, *Justice of the Peace.*

THIRD ANNUAL REPORT
OF THE
NEWBURYPORT RAILROAD COMPANY.

Since the last Annual Report, the first section of this road, between Newburyport and Georgetown, has been completed, and on the 23d day of May, the cars commenced running regularly for freight and passengers.

As the work of construction has been going on during the whole season, and the men, as well as locomotives and cars, engaged in running the trains, have also been employed on work of construction, a portion of the time, it is not possible as yet to classify the expenditures, so as to make the full returns required by the Legislature for roads actually in operation. As far as it was possible, with accuracy, to classify the expenditures of the year, the Directors have made returns, and as soon as the road is completed, a system of accounts will be adopted, which will place all the items of expenditure under their appropriate heads.

The business of the road having proved thus far much larger than was anticipated, efforts have been made to procure subscriptions sufficient to complete the upper section of the road, which, it was manifest, would materially increase the income of the road, and add only a comparatively small amount to its expenses. These efforts have been successful, and during the present month, the six miles of road between Georgetown and Bradford, have been placed under contract to be completed, if practicable, before the 1st of July next.

Only one serious accident has occurred on the road since it has been in operation. On the 18th July a train was thrown from the track, by coming in contact with a cow, and the conductor of the train, Mr. Benjamin Hilliard, in jumping from the platform of the passenger cars, was struck by the car and instantly killed. None of the passengers were injured, except one or two, who were slightly bruised by the concussions.

CHAS. J. BROCKWAY,
JOS. B. MORSS,
RICHARD FOWLER,
EDWD. KIMBALL,
ORIN WESTON,
TAPPAN PEARSON,

Directors.

Newburyport, January 27, 1851.

Return of the Newburyport Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock, - - - - -		\$200,000 00
Increase of capital since last report, - - - - -	None.	
Capital paid in per last report, - - - - -	\$43,847 00	
Capital paid in since last report, - - - - -	30,548 00	
Total amount of capital stock paid in, - - - - -		74,395 00
Funded debt, per last report, - - - - -	19,100 00	
Funded debt paid since last report, - - - - -	7,200 00	
Funded debt, increase of, since last report, - - - - -	None.	
Total present amount of funded debt, - - - - -		11,900 00
Floating debt, per last report, - - - - -	5,391 86	
Floating debt paid since last report, - - - - -	None.	
Floating debt, increase of, since last report, - - - - -	6,721 00	
Total present amount of floating debt, - - - - -		12,112 86
Total present amount of funded and floating debt, - - - - -		24,012 86
Average rate of interest per annum paid during the year, - - - - -	8 per cent.	
Maximum amount of debt for each month during the year, viz.: January, \$20,069 60; February, \$17,931 76; March, \$17,931 76; April, \$17,931 76; May, \$23,411 18; June, \$23,411 18; July, \$24,296 19; August, \$24,296 19; September, \$25,389 06; October, \$25,389 06; November, \$25,389 06; December, \$24,012 86.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report, - - - - -	29,794 39	
For graduation and masonry paid during the past year, - - - - -	23,644 40	
Total amount expended for graduation and masonry, - - - - -		53,438 79
For wooden bridges, per last report, - - - - -		
For wooden bridges paid during the past year, - - - - -		
Total amount expended for wooden bridges, - - - - -		
Total amount expended for iron bridges, (if any,) - - - - -		
For superstructure, including iron, per last report, - - - - -	27,716 25	
For superstructure, including iron, paid during the past year, - - - - -	5,865 17	
Total amount expended for superstructure, including iron, - - - - -		33,581 32
For stations, buildings and fixtures, per last report, - - - - -	Unfinished.	
For stations, buildings and fixtures, paid during the past year, - - - - -		
Total amount expended for stations, buildings and fixtures, - - - - -		
For land, land-damages and fences, per last report, - - - - -	4,069 33	
For land, land-damages and fences, paid during the past year, - - - - -	6,494 86	
Total amount expended for land, land-damages and fences, - - - - -		10,564 19
For locomotives, per last report, - - - - -		
For locomotives, paid during the past year, - - - - -		
Total amount expended for locomotives, - - - - -	Unsettled.	
For passenger and baggage cars, per last report, - - - - -	Road unfinished.	
For passenger and baggage cars, paid during the past year, - - - - -		

Total amount expended for passenger and baggage cars, - - -	}		
For merchandise cars, per last report, - - -			
For merchandise cars, paid during the past year, - - -			
Total amount expended for merchandise cars, - - -			
For engineering, per last report, - - -		\$3,102 21	
For engineering paid during the past year, - - -		864 83	
Total amount expended for engineering, - - -			3,967 04
For agencies and other expenses, per last report, - - -			
For agencies and other expenses, paid during the past year, - - -			
Total amount expended for agencies and other expenses, - - -			
Total cost of road and equipment, - - -			Unfinished.

CHARACTERISTICS OF ROAD.

Length of road, - - -	8 miles, 179 rods.
Length of single main track, - - -	8 miles, 179 rods.
Length of double main track, - - -	
Length of branches owned by the company, stating whether they have a single or double track, - - -	
Aggregate length of sidings and other tracks, excepting main track and branches, - - -	900 feet.
Weight of rail per yard in main road, - - -	50 lbs. per yard.
Weight of rail per yard in branch roads, - - -	
Specify the different weights per yard, - - -	50 lbs. per yard.
Maximum grade, with its length in main road, - - -	29 = 66.
Maximum grade, with its length in branch roads, - - -	
Total rise and fall in main road, - - -	Rise, 94.570 ; fall, 41.550.
Total rise and fall in branch roads, - - -	
Shortest radius of curvature, with length of curve in main road, - - -	1400 feet.
Shortest radius of curvature, with length of curve in branch roads, - - -	
Total degrees of curvature in main road, - - -	217 deg.
Total degrees of curvature in branch roads, - - -	
Total length of straight line in main road, - - -	6 miles, 8 rods.
Total length of straight line in branches, - - -	
Aggregate length of wooden truss bridges, - - -	
Aggregate length of all other wooden bridges, - - -	86 feet string bridges.
Aggregate length of iron bridges, - - -	
Whole length of road unfenced on both sides, - - -	None.
Number of public ways crossed at grade, - - -	8
Number of railroads crossed at grade, - - -	None.
Remarks, - - -	
Way stations for express trains, - - -	None.
Way stations for accommodation trains, - - -	1
Flag stations, - - -	None.
Whole number of way stations, - - -	1
Whole number of flag stations, - - -	None.

DOINGS DURING THE YEAR.

Miles run by passenger trains, - - -	10,206
Miles run by freight trains, - - -	None run expressly for
Miles run by other trains, - - -	None. [freight.
Total miles run, - - -	10,206
Number of passengers carried in the cars, - - -	15,445
Number of passengers carried one mile, - - -	119,550
Number of tons of merchandise carried in the cars, - - -	1,622
Number of tons of merchandise carried one mile, - - -	14,061

Number of passengers carried one mile, to and from other roads, - - - - -	
Number of tons carried one mile, to and from other roads, - - - - -	
Rate of speed adopted for express passenger trains, including stops, - - - - -	
Average rate of speed actually attained by express passenger trains, including stops and detentions, - - - - -	
Rate of speed adopted for accommodation trains, - - - - -	
Rate of speed actually attained by accommodation trains, including stops and detentions, - - - - -	20 miles per hour.
Average rate of speed actually attained by special trains, including stops and detentions, - - - - -	
Average rate of speed adopted for freight trains, including stops and detentions, - - - - -	
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, - - - - -	
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, - - - - -	

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, - - - - -	
For repairs of wooden bridges, - - - - -	
For renewals of iron, including laying down, - - - - -	
For wages of switchmen, av. per mo., \$ - - - - -	} Total, \$27 per month.
For wages of gate-keepers, av. per mo., \$ - - - - -	
For wages of signal-men, av. per mo., \$ - - - - -	
For wages of watchmen, av. per mo., \$ - - - - -	
Number of men employed, exclusive of those engaged in construction, - - - - -	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) - - - - -	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - - - - -	
Total for maintenance of way, - - - - -	

MOTIVE POWER AND CARS.

For repairs of locomotives, - - - - -		Road unfinished.
For new locomotives to cover depreciation, - - - - -		
For repairs of passenger cars, - - - - -		
For new passenger cars, to cover depreciation, - - - - -		
For repairs of merchandise cars, - - - - -		
For new merchandise cars, to cover depreciation, - - - - -		
For repairs of gravel and other cars, - - - - -		
Total for maintenance of motive power and cars, - - - - -		
Number of engines, - - - - -	2	
Number of passenger cars, - - - - -	1	
Number of baggage cars, - - - - -	1	
Number of merchandise cars, - - - - -	4	
Number of gravel cars, - - - - -	10	

MISCELLANEOUS.

For fuel used by engines during the year, viz.,	
Wood, - - - - -	\$1,266 47
Coal, - - - - -	
For oil used by cars and engines, - - - - -	292 72
For waste and other material for cleaning, - - - - -	
For salaries, wages and incidental expenses chargeable to passenger department, - - - - -	

For salaries, wages and incidental expenses chargeable to freight department,	-	-	-	-	} Not made up yet.
For gratuities and damages,	-	-	-	-	
For taxes and insurance,	-	-	-	-	
For ferries,	-	-	-	-	
For repairs of station buildings, aqueducts, fixtures, furniture,	-	-	-	-	
For interest,	-	-	-	-	
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company,	-	-	-	-	
For amount paid other companies, as rent for use of their roads, specifying each company,	-	-	-	-	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	-	-	-	-	
Total miscellaneous,	-	-	-	-	
Total expenditures for working the road,	-	-	-	-	

INCOME DURING THE YEAR.

For passengers:—

1. On main road, including branches owned by company, - - - - - \$3,551 00
2. To and from other roads, specifying what, -

For freight:—

1. On main road and branches owned by company,
 2. To and from other connecting roads, -
- U. S. mails, - - - - -
Rents, - - - - -
Total income, - - - - -
Net earnings, after deducting expenses, - - -

DIVIDENDS.

per cent. Total,	-	-	-	-	} Road unfinished.
Surplus not divided,	-	-	-	-	
Surplus last year,	-	-	-	-	
Total surplus,	-	-	-	-	

ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:

Road and bridges,	-	-	-	-	}
Buildings,	-	-	-	-	
Engines and cars,	-	-	-	-	

Respectfully submitted.

C. J. BROCKWAY,
JOS. B. MORSS,
RICHARD FOWLER,
EDWD. KIMBALL,
ORIN WESTON,
TAPPAN PEARSON,

Directors.

ESSEX, ss. *January 27, 1851.* Then personally appeared Charles J. Brockway, Richard Fowler, Joseph B. Morss, Edward Kimball, Orin Weston, and Tappan Pearson, aforementioned, and severally made oath that the within return, above subscribed, was true, according to their best knowledge and belief. Before me,

THOMAS DAVIS, *Justice of the Peace.*

FIRST ANNUAL REPORT

OF THE

NEW LONDON, WILLIMANTIC, AND PALMER
RAILROAD CORPORATION.

*Return of the New London, Willimantic, and Palmer Railroad, under the Act of
May 1, 1849, chap. 191.*

Capital stock, [whole amount authorized,]	-	-	\$1,700,000 00
Increase of capital since last report,	-	-	
Capital paid in per last report,	-	-	
Capital paid in since last report,	-	-	
Total amount of capital stock paid in,	-	-	485,000 00
Funded debt, per last report,	-	-	
Funded debt paid since last report,	-	-	
Funded debt, increase of, since last report,	-	-	
Total present amount of funded debt,	-	-	800,000 00
Floating debt, per last report,	-	-	
Floating debt paid since last report,	-	-	
Floating debt, increase of, since last report,	-	-	
Total present amount of floating debt,	-	-	50,000 00
Total present amount of funded and floating debt,	-	-	850,000 00
Average rate of interest per annum paid during the year,	-	-	6 and 7 per cent.

Maximum amount of debt for each month during the year, viz.: January, \$; February, \$; March, \$; April, \$; May, \$; June, \$; July, \$; August, \$; September, \$; October, \$; November, \$; December, \$.

COST OF ROAD AND EQUIPMENT.

For graduation and masonry, per last report,	-	-	
For graduation and masonry paid during the past year,	-	-	
Total amount expended for graduation and masonry,	-	-	400,000 00
For wooden bridges, per last report,	-	-	
For wooden bridges paid during the past year,	-	-	
Total amount expended for wooden bridges,	-	-	85,000 00
Total amount expended for iron bridges, (if any,) -	-	-	
For superstructure, including iron, per last report,	-	-	
For superstructure, including iron, paid during the past year,	-	-	
Total amount expended for superstructure, including iron,	-	-	402,000 00
For stations, buildings and fixtures, per last report,	-	-	
For stations, buildings and fixtures, paid during the past year,	-	-	
Total amount expended for stations, buildings and fixtures,	-	-	47,000 00

For land, land-damages and fences, per last report, -	
For land, land-damages and fences, paid during the past year, -	
Total amount expended for land, land-damages and fences, -	\$170,000 00
For locomotives, per last report, -	
For locomotives, paid during the past year, -	
Total amount expended for locomotives, -	32,000 00
For passenger and baggage cars, per last report, -	
For passenger and baggage cars, paid during the past year, -	
Total amount expended for passenger and baggage cars, -	53,000 00
For merchandise cars, per last report, -	
For merchandise cars, paid during the past year, -	
Total amount expended for merchandise cars, -	
For engineering, per last report, -	
For engineering, paid during the past year, -	
Total amount expended for engineering, -	
For agencies and other expenses, per last report, -	
For agencies and other expenses, paid during the past year, -	
Total amount expended for agencies and other expenses, -	146,000 00
Total cost of road and equipment, -	\$1,335,000 00

Including discount on bonds.

CHARACTERISTICS OF ROAD.

Length of road, -	65 7-10 miles.
Length of single main track, -	Same.
Length of double main track, -	
Length of branches owned by the company, stating whether they have a single or double track, -	
Aggregate length of sidings and other tracks, excepting main track and branches, -	About 4 miles.
Weight of rail per yard in main road, -	57 lbs.
Weight of rail per yard in branch roads, -	
Specify the different weights per yard, -	[Mass.
Maximum grade, with its length in main road, -	66 ft. 4,570 ft., length in
Maximum grade, with its length in branch roads, -	
Total rise and fall in main road, -	1,085 feet.
Total rise and fall in branch roads, -	
Shortest radius of curvature, with length of curve in main road, -	[Mass.
Shortest radius of curvature, with length of curve in branch roads, -	1,120 ft. 1,500 ft., length in
Total degrees of curvature in main road, -	688° in Massachusetts.
Total degrees of curvature in branch roads, -	
Total length of straight line in main road, -	4 88-100 miles in Mass.
Total length of straight line in branches, -	
Aggregate length of wooden truss bridges, -	140 feet in Mass.
Aggregate length of all other wooden bridges, -	
Aggregate length of iron bridges, -	
Whole length of road unfenced on both sides, -	
Number of public ways crossed at grade, -	
Number of railroads crossed at grade, -	
Remarks, -	
Way stations for express trains, -	
Way stations for accommodation trains, -	
Flag stations, -	

Whole number of way stations, - - -	16
Whole number of flag stations, - - -	11
DOINGS DURING THE YEAR.	
Miles run by passenger trains, - - -	4,320 in Mass.
Miles run by freight trains, - - -	2,160 in Mass.
Miles run by other trains, - - -	
Total miles run, - - -	6,480 in Mass.
Number of passengers carried in the cars, - - -	
Number of passengers carried one mile, - - -	
Number of tons of merchandise carried in the cars, - - -	
Number of tons of merchandise carried one mile, - - -	
Number of passengers carried one mile, to and from other roads, - - -	
Number of tons carried one mile, to and from other roads, - - -	
Rate of speed adopted for express passenger trains, including stops, - - -	22 miles per hour.
Average rate of speed actually attained by express passenger trains, including stops and detentions, - - -	
Rate of speed adopted for accommodation trains, - - -	
Rate of speed actually attained by accommodation trains, including stops and detentions, - - -	
Average rate of speed actually attained by special trains, including stops and detentions, - - -	
Average rate of speed adopted for freight trains, including stops and detentions, - - -	12 miles per hour.
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, - - -	
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, - - -	

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, - - -	} Total.
For repairs of wooden bridges, - - -	
For renewals of iron, including laying down, - - -	
For wages of switchmen, av. per mo. \$ - - -	
For wages of gate-keepers, av. per mo. \$ - - -	
For wages of signal-men, av. per mo. \$ - - -	} Total.
For wages of watchmen, av. per mo. \$ - - -	
Number of men employed, exclusive of those engaged in construction, - - -	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam power used,) - - -	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - - -	
Total for maintenance of way, - - -	

MOTIVE POWER AND CARS.

For repairs of locomotives, - - -	\$2,700 00
For new locomotives to cover depreciation, - - -	
For repairs of passenger cars, - - -	
For new passenger cars to cover depreciation, - - -	
For repairs of merchandise cars, - - -	
For new merchandise cars, to cover depreciation, - - -	
For repairs of gravel and other cars, - - -	
Total for maintenance of motive power and cars, - - -	
Number of engines, - - -	4

Number of passenger cars,	-	-	-	8
Number of baggage cars,	-	-	-	6
Number of merchandise cars,	-	-	-	48
Number of gravel cars,	-	-	-	9

MISCELLANEOUS.

For fuel used by engines during the year, viz.,	-	-	-	-	
Wood,	-	-	-	-	
Coal,	-	-	-	-	
For oil used by cars and engines,	-	-	-	-	\$15,000 00
For waste and other material for cleaning,	-	-	-	-	
For salaries, wages and incidental expenses, charge-	-	-	-	-	
able to passenger department,	-	-	-	-	18,000 00
For salaries, wages and incidental expenses, charge-	-	-	-	-	
able to freight department,	-	-	-	-	
For gratuities and damages,	-	-	-	-	
For taxes and insurance,	-	-	-	-	
For ferries,	-	-	-	-	
For repairs of station buildings, aqueducts, fixtures,	-	-	-	-	
furniture,	-	-	-	-	
For interest,	-	-	-	-	44,000 00
For amount paid other companies, in tolls for pas-	-	-	-	-	
sengers, and freight carried on their roads, speci-	-	-	-	-	
fying each company,	-	-	-	-	
For amount paid other companies as rent for use of	-	-	-	-	
their roads, specifying each company,	-	-	-	-	
For salaries of president, treasurer, superintendent,	-	-	-	-	
law expenses, office expenses of the above offices,	-	-	-	-	
and all other expenses not included in any of the	-	-	-	-	
foregoing items,	-	-	-	-	5,000 00
Total miscellaneous,	-	-	-	-	
Total expenditures for working the road,	-	-	-	-	

INCOME DURING THE YEAR.

For passengers:—

1. On main road, including branches owned by	-	-	-	-	
company,	-	-	-	-	54,000 00 to date.
2. To and from other roads, specifying what,	-	-	-	-	

For freight:—

1. On main road and branches owned by company,	-	-	-	-	25,400 00 to date.
2. To and from other connecting roads,	-	-	-	-	

U. S. Mails,	-	-	-	-	900 00 to date.
Rents,	-	-	-	-	600 00 to date.
Total income,	-	-	-	-	
Net earnings, after deducting expenses,	-	-	-	-	

DIVIDENDS.

Per cent. Total,	-	-	-	-	
Surplus not divided,	-	-	-	-	
Surplus last year,	-	-	-	-	
Total surplus,	-	-	-	-	

ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.

Road and bridges,	-	-	-	-	
Buildings,	-	-	-	-	
Engines and cars,	-	-	-	-	

N. B. This Road was opened from New London to Wil-
limantic, a distance of 30
miles, in November, 1849;
and to Stafford Springs in
March, 1850; and through
to Palmer in September,
1850; and the cost of that
part in the State of Massa-
chusetts, is estimated at
\$180,000.

That part of the New London, Willimantic and Palmer Railroad, in Massachusetts, is from the south line of said State to Palmer depot, on the line of the Western Railroad, a distance of about nine miles. The work on which was commenced in January, 1850, and so far completed as to enable the cars to run through to Palmer in September last. This, we trust, will be a sufficient reason for not having made an earlier Report to your honorable body.

The road is not yet completed, but we expect to have it all finished early in the ensuing summer.

In pursuance of the acts of the Legislatures of Massachusetts and Connecticut, the charters of the New London, Willimantic and Springfield Railroad Corporation, and of the New London, Willimantic and Palmer Railroad Corporations, have been united, and copies of the votes of the stockholders of those corporations, are herewith annexed.

All of which is respectfully submitted,

TH. W. WILLIAMS,
ACORS BARNES,
A. C. LIPPITT,
ELIAS PERKINS,
LYMAN ALLYN,
ANDREW W. PORTER,
Directors.

January 22, 1851.

STATE OF CONNECTICUT.

NEW LONDON COUNTY, ss. Personally appeared Th. W. Williams, Acors Barnes, A. C. Lippitt, and Lyman Allyn, who subscribed the foregoing statement, and made oath that the same is true, according to their best understanding and belief. Before me,

WILLIAM C. CRUMP, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, ss. January 25, A. D. 1851. Then personally appeared Andrew W. Porter, and made oath that the foregoing statement by him subscribed, to his best knowledge and belief, is true. Before me,

C. TORREY, *Justice of the Peace.*

The following notice of a stockholder's meeting, was given by publishing the same three times in the "Springfield Republican," agreeably to the provisions of the statute:—

"RAILROAD NOTICE.—A meeting of the stockholders of the New Lon-

don, Willimantic and Palmer Railroad Company, will be holden at the vestry in Monson, on Wednesday the 25th instant, at 3 o'clock, P. M., for the purpose of organizing said Company, by the choice of Directors, and for the transaction of any other business that may come before said meeting. Also, to see if the corporation will unite with the corporation in the state of Connecticut, called the New London, Willimantic, and Springfield Railroad Company.

Signed,

A. W. PORTER,
FRANKLIN NEWELL,
ELISHA CONRAD,
WM. N. FLYNT,

Corporators.

October 18, 1848.

Agreeable to the above notice, a meeting of the stockholders was held at the time and place appointed, and the following persons were chosen directors:—

A. W. PORTER,
ALBERT NORCROSS, of Monson,
ISAAC KING,
CYRUS KNOX, of Palmer,
HIRAM NEWTON, of Monson.

On motion, voted to adjourn this meeting for fifteen minutes.

During the recess of the stockholders the directors met and made choice of the following officers:—

A. W. PORTER, *President*,
WM. N. FLYNT, *Treasurer*,
FRANKLIN NEWELL, *Secretary*.

Agreeable to adjournment, the stockholders met, and voted unanimously, to unite with the New London, Willimantic and Springfield Railroad Company, according to the provisions of the charter.

Voted, to dissolve this meeting.

A true copy,

Signed,

F. NEWELL, *Secretary*.

October 25, 1848.

UNITED STOCKHOLDERS' MEETING, JANUARY 17, 1849.

At a joint special meeting of the stockholders of the New London, Willimantic and Springfield Railroad Company, a corporation incorporated by the legislature of the state of Connecticut, and of the corporators of the New London, Willimantic and Palmer Railroad Corporation, incorporated

by the Legislature of the State of Massachusetts, held at New London, in the state of Connecticut, on the 17th day of January, A. D. 1849, duly called and warned to act together in union and convention, for the purpose of uniting said two corporations into one corporation, in conformity with the charter of said Massachusetts Corporation, and the resolve of the general assembly of the state of Connecticut, passed at its May session, A. D. 1848, upon the petition of the Corporation first above mentioned, the acceptance of the terms of said Union, as provided in said charter, and said resolve, and the choice of a Board of Directors of said United Corporation.

The meeting was then called to order by W. C. Crump, Esq., and on his motion, Thos. W. Williams was chosen chairman, and John Dickinson, clerk.

The following votes were passed, viz. :—

Whereas, the New London, Willimantic and Springfield Railroad Company, a corporation incorporated by the general assembly of the state of Connecticut, and the New London, Willimantic and Palmer Railroad Corporation, a body corporate, incorporated by the Legislature of the State of Massachusetts, have become united into one corporation, in accordance with the charter of said New London, Willimantic and Palmer Railroad Corporation, and the resolve of the general assembly of the state of Connecticut, passed at its May session, A. D. 1848, upon the petition of said New London, Willimantic and Springfield Railroad Company, so far as the separate votes and actions of said Corporations are authorized to unite them.

Now, therefore, voted, that the corporators of the said corporations, now in convention assembled, do unitedly accept the provisions contained in the 1st, 2d, 3d, and 4th sections of the resolves aforesaid, passed by the general assembly of the state of Connecticut, at its May session, A. D. 1848, and the provisions of the charters of both said separate corporations, and do hereby ratify and confirm all the acts of each of said corporations, heretofore done and performed, while acting separately, and adopt the same as the acts and doings of this the said United Corporation, into which the said two several corporations are hereby declared to be now merged, under the name of the New London, Willimantic and Palmer Railroad Corporation.

Voted, that the capital stock of said United Corporation, shall be five hundred thousand dollars, with the privilege of increasing the same to the sum of one million seven hundred thousand dollars, being the amount of the joint stock of both said corporations, as authorized by the charters thereof, and the said legislative acts aforesaid.

Voted, that the books of subscription of the United Corporation be now

opened, and kept open to receive further subscriptions to the stock of said Corporation, until such time as the directors see fit to close the same.

Voted, that when the directors of said United Corporation shall issue scrip or certificates of stock, in exchange for the receipts heretofore issued to the stockholders of the said New London, Willimantic and Springfield Railroad Company, for the amounts paid in by them, and for all such amounts as may be hereafter paid in, the said scrip and certificates shall be of the stock of said United Corporation.

Voted, that the first annual meeting of said United Corporation, for the choice of directors and other business, shall be holden on the 2d Wednesday of November, A. D. 1849, and on the 2d Wednesday of November in every year thereafter. And that the directors of said corporation give notice of the time and place of said meeting, by advertising in a newspaper published in the city of New London, Connecticut, and in a newspaper published in the State of Massachusetts, at least one week before the time of meeting, which notice is to be signed by the clerk.

Voted, that special meetings of the stockholders of said United Corporation may be called at any time by the directors thereof; notice of the time and place of which shall be given, and of the business to be passed upon thereat, by advertising as above directed, regarding the annual meeting.

Voted, that the directors of said United Corporation shall call a special meeting of the stockholders, whenever requested so to do, by persons representing five hundred shares of the capital stock.

FOURTH ANNUAL REPORT

OF THE

NORFOLK COUNTY RAILROAD COMPANY.

*Return of the Norfolk County Railroad, under the Act of May 1, 1849, chap. 191.
December 31, 1850.*

Capital stock,	-	-	-	-	-	\$1,200,000 00
Increase of capital since last report,	-	-	-	-	-	\$500,000 00
Capital paid in per last report,	-	-	-	-	*	505,946 88
Capital paid in since last report, [\$51,356 88. See note.]	-	-	-	-	-	325 00
Total amount of capital stock paid in,	-	-	-	-	-	454,915 00
Funded debt, per last report,	-	-	-	-	-	269,550 00
Funded debt, paid since last report,	-	-	-	-	-	-
Funded debt, increase of, since last report,	-	-	-	-	-	171,900 00
Total present amount of funded debt,	-	-	-	-	-	441,450 00
Floating debt, per last report,	-	-	-	-	-	256,122 37
Floating debt, paid since last report,	-	-	-	-	-	64,771 81
Floating debt, increase of, since last report,	-	-	-	-	-	-
Total present amount of floating debt,	-	-	-	-	-	191,350 56
Total present amount of funded and floating debt,	-	-	-	-	-	632,800 56
Average rate of interest per annum paid during the year,	-	-	-	-	-	-
Maximum amount of debt for each month during the year, viz.: January, \$525,672 37; February, \$534,118 39; March, \$604,142 54; April, \$623,321 22; May, \$624,585 66; June, \$628,498 18; July, \$647,063 75; August, \$638,626 99; September, \$643,382 15; October, \$642,563 93; November, \$647,964 23; December, \$632,800 56.						
COST OF ROAD AND EQUIPMENT.						
For graduation and masonry, per last report,	-	-	-	-	-	516,943 73
For graduation and masonry paid during the past year,	-	-	-	-	-	94,263 00
Total amount expended for graduation and masonry,	-	-	-	-	-	611,206 73
For wooden bridges, per last report,	-	-	-	-	-	36,036 15
For wooden bridges paid during the past year,	-	-	-	-	-	421 60
Total amount expended for wooden bridges,	-	-	-	-	-	36,457 75
Total amount expended for iron bridges, (if any),	-	-	-	-	-	-
For superstructure, including iron, per last report,	-	-	-	-	-	218,927 37
For superstructure, including iron, paid during the past year,	-	-	-	-	-	7,027 25
Total amount expended for superstructure, including iron,	-	-	-	-	-	225,954 62
For stations, buildings and fixtures, per last report,	-	-	-	-	-	5,952 25
For stations, buildings and fixtures, paid during the past year,	-	-	-	-	-	3,145 90

* In amount of capital stock, as per last report, is included \$51,356 88, it being the amount due contractors in C. Stock, but by the award of referees this amount is charged to construction

Total amount expended for stations, buildings and fixtures, - - - - -		\$9,098 15
For land, land-damages and fences, per last report, - - - - -	\$41,866 35	
For land, land-damages and fences, paid during the past year, - - - - -	22,524 76	
Total amount expended for land, land-damages and fences, - - - - -		64,391 11
For locomotives, per last report, - - - - -	31,637 87	
For locomotives, paid during the past year, - - - - -	Sold one, \$6,500.	
Total amount expended for locomotives, - - - - -		25,137 87
For passenger and baggage cars, per last report, - - - - -	13,850 00	
For passenger and baggage cars, paid during the past year, - - - - -		
Total amount expended for passenger and baggage cars, - - - - -		13,850 00
For merchandise cars, per last report, - - - - -	30,399 50	
For merchandise cars, paid during the past year, - - - - -	517 08	
Total amount expended for merchandise cars, - - - - -		30,916 58
For engineering, per last report, - - - - -	18,197 00	
For engineering, paid during the past year, - - - - -	68 28	
Total amount expended for engineering, - - - - -		18,265 28
For agencies and other expenses, per last report, - - - - -	36,795 13	
For agencies and other expenses, paid during the past year, - - - - -	14,054 69	
Total amount expended for agencies and other expenses, - - - - -		50,849 82
Total cost of road and equipment, - - - - -		1,060,990 04

CHARACTERISTICS OF ROAD.

Length of road, - - - - -	137,100 ft., or 25 965-1000
Length of single main track, - - - - -	136,100 ft. [miles.
Length of double main track, - - - - -	1,000 ft.
Length of branches owned by the company, stating whether they have a single or double track, - - - - -	
Aggregate length of sidings and other tracks, excepting main track and branches, - - - - -	
Weight of rail per yard in main road, - - - - -	58 to 63 lbs.
Weight of rail per yard in branch roads, - - - - -	
Specify the different weights per yard, - - - - -	58, 61, 63 lbs.
Maximum grade, with its length in main road, - - - - -	35 376-1000 feet; 6300 ft.
Maximum grade, with its length in branch roads, - - - - -	[long.
Total rise and fall in main road, - - - - -	694 feet; 410 feet rise, 284
Total rise and fall in branch roads, - - - - -	[feet fall.
Shortest radius of curvature, with length of curve in main road, - - - - -	2° 45'; 2084 ft.; rad. 1500
Shortest radius of curvature, with length of curve in branch roads, - - - - -	[feet.
Total degrees of curvature in main road, - - - - -	252 deg.
Total degrees of curvature in branch roads, - - - - -	
Total length of straight line in main road, - - - - -	111,600 feet; 21 miles, 43
Total length of straight line in branches, - - - - -	[rods, 10½ feet.
Aggregate length of wooden truss bridges, - - - - -	1575 feet.
Aggregate length of all other wooden bridges, - - - - -	133
Aggregate length of iron bridges, - - - - -	
Whole length of road unfenced on both sides, - - - - -	
Number of public ways crossed at grade, - - - - -	16
Number of railroads crossed at grade, - - - - -	
Remarks, - - - - -	
Way stations for express trains, - - - - -	

Way stations for accommodation trains,	-	-	6
Flag stations,	-	-	6
Whole number of way stations,	-	-	6
Whole number of flag stations,	-	-	6

DOINGS DURING THE YEAR.

Miles run by passenger trains,	-	-	64,137	
Miles run by freight trains,	-	-	17,500	
Miles run by other trains,	-	-	[gravel,	6,920
Total miles run,	-	-	-	66,557
Number of passengers carried in the cars,	-	-	64,592	
Number of passengers carried one mile,	-	-	1,427,418	
Number of tons of merchandise carried in the cars,	-	-	17,527	
Number of tons of merchandise carried one mile,	-	-	435,036	
Number of passengers carried one mile, to and from other roads,	-	-	1,261,177	
Number of tons carried one mile, to and from other roads,	-	-	548,723	
Rate of speed adopted for express passenger trains, including stops,	-	-	-	
Average rate of speed actually attained by express passenger trains, including stops and detentions,	-	-	-	
Rate of speed adopted for accommodation trains,	-	-	25 miles per hour.	
Rate of speed actually attained by accommodation trains, including stops and detentions,	-	-	-	
Average rate of speed actually attained by special trains, including stops and detentions,	-	-	-	
Average rate of speed adopted for freight trains, including stops and detentions,	-	-	12 do do	
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile,	-	-	-	
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,	-	-	-	

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron,	-	-	Included in construction, the road not being completed.
For repairs of wooden bridges,	-	-	
For renewals of iron, including laying down,	-	-	
For wages of switchmen, av. per mo., \$26,	-	-	
For wages of gate-keepers, av. per mo., \$	-	-	
For wages of signal men, av. per mo., \$	-	-	
For wages of watchmen, av. per mo., \$30,	-	-	
Number of men employed exclusive of those engaged in construction,	-	-	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam power used,)	-	-	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	-	-	
Total for maintenance of way,	-	-	

MOTIVE POWER AND CARS.

For repairs of locomotives,	-	-	\$1,113 77	
For new locomotives, to cover depreciation,	-	-	-	
For repairs of passenger cars,	-	-	845 10	
For new passenger cars, to cover depreciation,	-	-	-	
For repairs of merchandise cars,	-	-	330 92	
For new merchandise cars, to cover depreciation,	-	-	-	
For repairs of gravel and other cars,	-	-	230 00	
Total for maintenance of motive power and cars,	-	-	\$2,519 79	

Number of engines,	-	-	-	-	4
Number of passenger cars,	-	-	-	-	6
Number of baggage cars,	-	-	-	-	2
Number of merchandise cars,	-	-	-	-	38
Number of gravel cars,	-	-	-	-	26

MISCELLANEOUS.

For fuel used by engines during the year, viz.,	-		\$6,007 50
Wood,	-	-	-
Coal,	-	-	-
For oil used by cars and engines,	-	-	1,308 23
For waste and other material for cleaning,	-	-	In expense of passenger and [freight dept.
For salaries, wages and incidental expenses, chargeable to passenger department,	-	-	3,471 53
For salaries, wages and incidental expenses, chargeable to freight department,	-	-	4,229 11
For gratuities and damages,	-	-	-
For taxes and insurance,	-	-	763 00
For ferries,	-	-	-
For repairs of station buildings, aqueducts, fixtures, furniture,	-	-	-
For interest,	-	-	-
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, [Boston and Prov. Railroad,]	-	-	13,798 96
For amount paid other companies as rent for use of their roads, specifying each company,	-	-	-
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	-	-	8,615 08
Total miscellaneous,	-	-	-
Total expenditures for working the road,	-	-	\$38,193 41

INCOME DURING THE YEAR.

For passengers:—

1. On main road, including branches owned by Co.,	7,104 30	
2. To and from other roads, specifying what,	30,234 62	37,338 92

For freight:—

1. On main road and branches owned by company,	934 00	
2. To and from other connecting roads,	18,201 22	19,135 22
U. S. mails,	966 80	
[Express,]	400 00	1,366 80

Total income,	-	-	57,840 94
Net earnings, after deducting expenses,	-	-	19,647 53

DIVIDENDS.

Per cent. Total,	-	-	-
Surplus not divided,	-	-	-
Surplus last year,	-	-	-
Total surplus,	-	-	-

ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.

Road and bridges,	-	-	-
Buildings,	-	-	-
Engines and cars,	-	-	-

The Directors of the Norfolk County Railroad Company, in submitting their Fourth Annual Report, have to regret that the embarrassments under which the corporation labored at date of their last Report, still continue, and the furniture of the road yet remains in the hands of the assignees.

During the past year they have finished the depots, turnouts, &c., and put the road in complete order, and think but little expense need be incurred the coming year, to keep it in good condition for running.

A considerable portion of the debt of the corporation has been funded, and the remainder, they have no doubt, will soon be.

It will be seen by the Return, that the business of the road has very considerably increased during the past year.

No accident has occurred on the road during the current year.

E. D. AMMIDOWN,
DAN HILL,
J. C. HURD,
W. FARNUM,
JOHN SMITH,
HORATIO BIGELOW.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. *Boston, January 28, 1851.* Then personally appeared the above named E. D. Ammidown, Dan Hill, and J. C. Hurd, and made oath that the foregoing report was true, according to their best knowledge and belief. Before me,

JNO. GOLDSBURY, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. *Boston, January 29, 1851.* Then personally appeared the above named W. Farnum, John Smith, and Horatio Bigelow, and made oath that the foregoing report was true, according to their best knowledge and belief. Before me,

JNO. GOLDSBURY, *Justice of the Peace.*

FIFTEENTH ANNUAL REPORT
OF THE
NORWICH AND WORCESTER RAILROAD
CORPORATION.

To the Honorable, the Legislature of the Commonwealth of Massachusetts :

The Directors of the Norwich and Worcester Railroad Company respectfully submit their return and report of their doings, during the past year, as required by law.

Return of the Norwich and Worcester Railroad, under the Act of May 1, 1849, chap. 191, for the year ending November 30, 1850.

Capital stock, - - - - -	\$2,200,000 00	
Increase of capital since last report, [Conn't Legislature, \$200,000, Mass. and Conn't, \$425,000,] -	625,000 00	
		\$2,825,000 00
Capital paid in per last report, - - - - -	1,688,500 00	
Capital paid in since last report, [old stock, \$11,500 ; preferred, \$106,500,] - - - - -	118,060 00	
Total amount of capital stock paid in, - - - - -		1,806,560 00
Funded debt, per last report, - \$1,001,373 00		
Funded debt paid since last report, - 85,700 00		
	915,673 00	
Funded [and deferred] debt, increase of, since last report, - - - - -	31,300 00	
	946,973 00	
Total present amount of funded [and deferred] debt, Floating debt, per last report, - \$80,718 11		
Floating debt paid since last report, 57,374 60		
Floating debt, increase of, since last report, -		
Total present amount of floating debt, [interest account, \$21,499 89 ; balances due individuals, \$1,843 62,] - - - - -	23,343 51	
Total present amount of funded, [deferred] and floating debt, [assets \$102,133 29,] - - - - -		970,316 51
Average rate of interest per annum paid during the year, - - - - -	5 25-32 per cent.	
Maximum amount of debt for each month during the year, viz.: December, \$1,088,474 69 ; January, \$1,076,335 93 ; February, \$1,074,704 25 ; March, \$1,068,895 24 ; April, \$1,059,184 78 ; May, \$1,068,125 30 ; June, \$1,070,568 79 ; July,		

\$1,068,020 16; August, \$1,067,160 13; September, \$1,059,563 37; October, \$1,057,201 38; November, \$970,316 51; December, \$

COST OF ROAD AND EQUIPMENT.

For graduation and masonry, per last report, -	\$614,529 92	
For graduation and masonry paid during the past year, -		
Total amount expended for graduation and masonry, -		\$614,529 92
For wooden bridges, per last report, -	37,371 61	
For wooden bridges paid during the past year, -		
Total amount expended for wooden bridges, [\$37,371 61; reduced for deterioration, \$4,621 02,] -		32,750 59
Total amount expended for iron bridges, (if any,) -		
For superstructure, including iron, per last report, -	485,879 35	
For superstructure, including iron, paid during the past year, -	4,878 93	
Total amount expended for superstructure, including iron, [\$490,758 28; reduced for deterioration, \$123,000,] -		367,758 28
For stations, buildings and fixtures, per last report, -	74,793 63	
For stations, buildings and fixtures, paid during the past year, -	1,192 91	
Total amount expended for stations, buildings and fixtures, [\$75,986 54; reduced for deterioration, \$25,000,] -		50,986 54
For land, land-damages and fences, per last report, -	139,744 89	
For land, land-damages and fences, paid during the past year, -	862 00	
Total amount expended for land, land-damages and fences, -		140,606 89
For locomotives, per last report, -	96,240 44	
For locomotives, paid during the past year, -		
Total amount expended for locomotives, [\$96,240 44; reduced for deterioration, \$26,000,] -		70,240 44
For passenger and baggage cars, per last report, -	41,724 88	
For passenger and baggage cars, paid during the past year, -		
Total amount expended for passenger and baggage cars, [\$41,724 88; reduced for deterioration, \$11,000,] -		30,724 88
For merchandise cars, per last report, -	44,954 25	
For merchandise cars, paid during the past year, -	5,925 00	
Total amount expended for merchandise cars, [\$50,879 25; reduced for deterioration, \$13,000,] -		37,879 25
For engineering, per last report, -	69,499 50½	
For engineering, paid during the past year, -		
Total amount expended for engineering, -		69,499 50½
For agencies and other expenses, per last report, -	490,770 06½	
For agencies and other expenses, [charged this account] during the past year, [balance stock account, steamboat account, and Worcester and Nashua Railroad stock account,] -		
Total amount expended for agencies and other expenses, -	692,767 81	
		1,183,537 87½
Total cost of road and equipment, -		2,598,514 17

CHARACTERISTICS OF ROAD.

Length of road, -	59 miles.
Length of single main track, -	57.2 "
Length of double main track, -	1.8 "

Length of branches owned by the company, stating whether they have a single or double track, -	7 miles—single track.
Aggregate length of sidings and other tracks, excepting main track and branches, -	-
Weight of rail per yard in main road, -	56 lbs.
Weight of rail per yard in branch roads, -	56 lbs.
Specify the different weights per yard, -	-
Maximum grade, with its length in main road, -	32 feet for 13,265 feet.
Maximum grade, with its length in branch roads, -	-
Total rise and fall in main road, -	845.74
Total rise and fall in branch roads, -	-
Shortest radius of curvature, with length of curve in main road, -	1910 ft. for 3639 ft. in Mass.
Shortest radius of curvature, with length of curve in branch roads, -	-
Total degrees of curvature in main road, -	424° 30' in Mass.
Total degrees of curvature in branch roads, -	-
Total length of straight line in main road, -	12.8 miles in Mass.
Total length of straight line in branches, -	-
Aggregate length of wooden truss bridges, -	1575
Aggregate length of all other wooden bridges, -	-
Aggregate length of iron bridges, -	-
Whole length of road unfenced on both sides, -	-
Number of public ways crossed at grade, -	68
Number of railroads crossed at grade, -	1—Western.
Remarks, -	-
Way stations for express trains, -	2
Way stations for accommodation trains, -	12
Flag stations, -	3
Whole number of way stations, -	16
Whole number of flag stations, -	3

DOINGS DURING THE YEAR.

Miles run by passenger trains, -	141,913	
Miles run by freight trains, -	40,952	
[Miles run express freight trains,] -	38,573	
Miles run by other trains, -	17,732	
Total miles run, -		239,170
Number of passengers carried in the cars, -	177,603½	
Number of passengers carried one mile, -	4,428,378	
Number of tons of merchandise carried in the cars, -	61,105	
Number of tons of merchandise carried one mile, -	2,895,766	
Number of passengers carried one mile, to and from other roads, -	-	
No. of tons carried one mile, to and from other roads, -	-	
Rate of speed adopted for express passenger trains, including stops, -	30 miles per hour.	
Average rate of speed actually attained by express passenger trains, including stops and detentions, -	30 do do	
Rate of speed adopted for accommodation trains, -	20 do do	
Rate of speed actually attained by accommodation trains, including stops and detentions, -	30 do do	
Average rate of speed actually attained by special trains, including stops and detentions, -	36 do do	
Average rate of speed adopted for freight trains, including stops and detentions, -	9.25 do do	
Estimated weight in tons, of passenger cars, (not including passengers,) hauled one mile, -	5,742,243	
Estimated weight in tons, of merchandise cars, (not including freight,) hauled one mile, -	10,220,318	

EXPENDITURES FOR WORKING THE ROAD.		
For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, -	-	\$14,799 03
For repairs of wooden bridges, -	-	6,005 32
For renewals of iron, including laying down, -	-	58 13
For wages of switchmen, av. per mo., \$640 50	Total,	1,859 45
For wages of gate-keepers, av. per mo., 121 88		
For wages of signal men, av. per mo., 56 75		
For wages of watchmen, av. per mo., 1040 32		
Number of men employed, exclusive of those engaged in construction, -	-	172
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) -	-	126 56
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, -	-	17 71
Total for maintenance of way, -	-	\$22,866 20
MOTIVE POWER AND CARS.		
For repairs of locomotives, -	-	11,494 15
For new locomotives, to cover depreciation, -	-	-
For repairs of passenger cars, -	-	4,084 09
For new passenger cars, to cover depreciation, -	-	37 73
For repairs of merchandise cars, -	-	4,303 89
For new merchandise cars, to cover depreciation, -	-	1,176 19
For repairs of gravel and other cars, -	-	342 05
Total for maintenance of motive power and cars, -	-	21,738 10
Number of engines, [6 6-wheel and 8 8-wheel engines,] -	-	14
Number of passenger cars, [2 4-wheel and 11 8-wheel passenger cars,] -	-	13
Number of baggage cars, [3 8-wheel baggage and 2d class, and 2 baggage cars,] -	-	5
Number of merchandise cars, [96 8-wheel and 12 4-wheel cars,] -	-	108
Number of gravel cars, [5 4-wheel gravel cars,] -	-	5
MISCELLANEOUS.		
For fuel used by engines during the year, viz.:	-	26,846 40
Wood, -	\$26,033 84	-
Coal, -	812 56	-
For oil used by cars and engines, -	-	3,770 07
For waste and other material for cleaning, -	-	181 37
For salaries, wages and incidental expenses, chargeable to passenger department, -	-	11,914 06
For salaries, wages and incidental expenses, chargeable to freight department, -	-	20,797 69
For gratuities and damages, -	-	1,578 21
For taxes and insurance, -	-	938 63
For ferries, -	-	-
For repairs of station buildings, aqueducts, fixtures, furniture, -	-	3,032 43
For interest, -	-	56,282 34
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, -	-	-
For amount paid other companies, as rent for use of their roads, specifying each company, -	-	-
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices,	-	-

and all other expenses, not included in any of the foregoing items, - - - - -	\$13,649 61	
Total miscellaneous, - - - - -		\$138,990 81
Total expenditures for working the road, - - -		183,595 11

INCOME DURING THE YEAR.

For passengers:—

1. On main road, including branches owned by company, - - - - - [Local,	97,276 71	
2. To and from other roads, specifying what, [Boston and Worcester Railroad,] - - -	12,833 04	110,109 75

For freight:—

1. On main road and branches owned by company, [local,] - - - - -	114,035 46	
2. To and from other connecting roads, [Boston and Worcester Railroad,] - - - - -	20,347 45	134,382 91
U. S. mails, - - - - -	8,339 53	
Rents, [\$2,148 23; other income, \$6,278 70,] - - -	8,426 93	16,766 46
Total income, - - - - -		261,259 12
Net earnings, after deducting expenses, - - -		77,664 01

DIVIDENDS.

[One dividend, paid July 15, 1850, of 2½ per cent.,		33,896 49
Surplus not divided, - - - - -	43,767 52	
Surplus last year, - - - - -	255,487 29	
Total surplus, - - - - -		299,254 81
[From which sum has been transferred to construction account, for deterioration, - - -	202,621 02	
[Paid State of Connecticut, tax on stock, - - -	1,705 06	
[Loss on assets, &c., - - - - -	11,161 21	215,487 29
[Leaving present total surplus, - - - - -		83,767 52
[From which is to be deducted a dividend of 2½ per cent., payable January 15, 1851, - - -		43,343 70
		40,423 82

As the books of the company have not been kept in conformity to the requisitions of the act of April 16, 1846, some of the items in the return cannot be given; and the characteristics of the road are incomplete, for the reason, that the note books, &c. of the location of the road have been lost or mislaid.

During the whole of the last year there has been three regular passenger trains running over the road, from Norwich to Worcester, and back, daily; and, in addition, a fourth express passenger train, and express freight train, and way freight train each way, over the road, daily.

The following accidents have occurred during the past year, viz.:—

April, 1850.—The bridge near Wiltonville gave way, on the evening of Monday the 8th April, while the steamboat train was passing. The engine, tender, and crate car, reached the opposite shore, but the three passenger cars were landed in the river. By this casualty the baggage

man lost his life, while standing on the platform of the second class car, and a brakeman was badly cut on the head while standing on the platform of a first class car. A number of passengers were somewhat bruised, but none were seriously injured.

October, 1850.—The engine Uncas, Elbridge Barton, engineer, running with express freight train, went off the track in the cut about two miles below Oxford, Massachusetts, on the evening of October 17. The engine was thrown on its side, head towards Worcester. The engineer was caught under the engine, one of his legs badly broken, and the other very badly scalded and torn. From these injuries he died on the evening of Monday the 4th November. No other person was injured.

The New Haven express passenger train, coming from Boston, and the Norwich and Worcester express freight train, going into Worcester, came in contact at the junction, on the morning of October 12th. The engineers on both trains were considerably injured, as was also the trucks on nearly every passenger car on the train. No person injured further than some slight bruises.

July, 1850.—The upward morning accommodation train, July 8, struck a freight car, standing on the turnout track at Oxford; a colored man, in the second class car, with his arm partly out of the window, received a severe fracture, above and below the elbow, but it was deemed unnecessary to amputate the limb.

Since the passage of the act of April 13, 1850, authorizing the issue of 4,250 additional shares to the capital stock of the company, and the surrender of 17,000 shares of old stock in the hands of stockholders, there has been subscribed of the former, 4,068 shares, and of the latter there has been surrendered, 16,272 shares, making, in all, 20,340 shares, preferred stock.

An instalment of 25 per cent. on the new stock, was assessed on the 15th of June last, and said instalment has been paid into the treasury of the company, on 4,068 shares, amounting to \$106,560, including a portion of the same, paid in full.

There remains to be subscribed, 182 shares of new stock, and 728 of old, to be surrendered, which no doubt will be subscribed for, and surrendered, on the re-opening of the books.

The repairs of the road and other property, have been considerable during the past year. All the bridges between Norwich and Worcester, have been rebuilt in the most substantial manner. The road has been ditched and gravelled, where such repairs were necessary. The depots and freight houses, on the line of the road, have been repaired and repainted. Turnouts have been lengthened, to accommodate the necessary business over the road.

The legislature of the state of Connecticut, at its May session, 1850, passed an act appointing commissioners, whose duty it is to examine the condition of all the roads within the state, at intervals of six months, and that they should require their respective corporations owning the same, to make all repairs suggested by them for the greater safety and comfort of passengers passing over them; and that any railroad company, neglecting to obey their requisitions, and to make the required repairs, within a reasonable time, should be subjected to the forfeiture of \$100 per day, for every day they should so neglect the same.

In pursuance of this statute the commissioners notified this company, that on the 16th day of September last, they would proceed to examine their road. Accordingly, they performed that duty, and the following is a copy of their certificate :—

COPY OF CERTIFICATE.

“The undersigned, commissioners, appointed by the legislature of the state of Connecticut, on the Norwich and Worcester Railroad, did, in the month of September last, in accordance with our said commission, go and examine the railroad of said company, from Allyn’s Point to the line of the State of Massachusetts, and found the following slight improvements, which were ordered to be made, viz.: Filling in with gravel, on two of the abutments on the Extension Road to Allyn’s Point; raising the wall on an embankment east of the Tunnel; replacing a stringer in the bridge east of Killingby Pond, and securing the road crossing at Dayville: all of which have been complied with. With the exceptions referred to, we found the bridges, from Norwich to the line of the State of Massachusetts, rebuilt in the most substantial manner, and the road bed, cars and engines, in a condition to compare favorably with the other roads of New England.

Signed,

W. M. CONVERSE,

Signed,

BENJ. F. DURKEE.

“December 24, 1850.”

All which is respectfully submitted, with the Commissioners’ Report, required by law.

JOEL W. WHITE,
CHARLES JOHNSON,
JEDEDIAH HUNTINGTON,
ELIHU TOWNSEND,
WM. AUG. WHITE,
J. NEWTON PERKINS,
DAV. A. NEAL,
ALEX. DE WITT.

STATE OF CONNECTICUT.

COUNTY OF NEW LONDON, ss. *Norwich, January 10, A. D. 1851.*
 I hereby certify that Joel W. White, Charles Johnson, and Jedediah Huntington, have appeared before me, and made solemn oath that the statements herein contained, are true, according to the best of their knowledge and belief. LEVI H. GODDARD, *Justice of the Peace.*

STATE OF NEW YORK.

CITY AND COUNTY OF NEW YORK, ss. I hereby certify, that on the 15th day of January, 1851, Elihu Townsend, and Wm. Aug. White, and that on the sixteenth day of January, 1851, J. Newton Perkins, severally appeared before me, and made solemn oath that the statements herein contained, are true, according to the best of their respective knowledge and belief.

In testimony whereof, I have hereunto affixed my notarial seal, and subscribed my name.

STEPHEN MERRIHEW, *Notary Public,*

[L. S.]

in and for the state of New York,

dwelling in the city of New York.

SUFFOLK, ss. *Boston, January 24, 1851.* Then personally appeared the above named Alex. De Witt, and made solemn oath that the foregoing statement, by him subscribed, is just and true, according to his best knowledge and belief. Sworn, before me,

BENJAMIN SEAVER, *Justice of the Peace.*

The undersigned, having been called upon to examine the accounts of the Norwich and Worcester Railroad Company, relative to the expenditures of the road, and to decide what portion of said expenditures are to be applied to the different sections of the road, Report, that on the day of January, 1851, we examined the accounts of said company, up to the 30th of November, 1850, and found that there had been expended for the road, in Connecticut, since the 30th Nov. 1849, the sum of \$8,714 39

Viz.: Carriage department,	$\frac{2}{3}$ of \$5,925 00	\$3,950 00	
Railway iron,	$\frac{2}{3}$ of 4,154 35	2,769 56 $\frac{2}{3}$	
Laying rails,		724 58	
Depot buildings,		664 16	
Land damages,		606 09	
Agencies and other expenses,	$\frac{2}{3}$ of 692,767 81	461,845 21	
		<u>\$470,559 60$\frac{2}{3}$</u>	
To which add amount to November 30, 1849,		1,494,515 33 $\frac{1}{2}$	
		<u>1,965,074 94</u>	

And deduct from profit and loss, under the following heads, for deterioration, viz. :—

Bridges, - - - - -	\$4,000 00
Railway timber, - - - - -	10,000 00
Railway iron, - $\frac{2}{3}$ of \$107,000 00	71,333 33 $\frac{1}{3}$
Depot buildings, - - - - -	20,000 00
Carriage department, $\frac{2}{3}$ of \$50,000 00	33,333 33 $\frac{1}{3}$
	<hr/> \$138,666 66 $\frac{2}{3}$

Making the cost in Connecticut, November 30, 1850, 1,826,408 27

That there has been expended in Massachusetts, since the 30th November, 1849, the sum of - - - - - \$235,067 04 $\frac{2}{3}$

Viz. : Carriage department, $\frac{1}{3}$ of \$5,925 00	\$1,975 00
Railway iron, - - $\frac{1}{3}$ of 4,154 35	1,384 78 $\frac{1}{3}$
Depot buildings, - - - - -	528 75
Land damages, - - - - -	255 91
Agencies & other expenses, $\frac{1}{3}$ of \$692,767 81	230,922 60 $\frac{1}{3}$

235,067 04 $\frac{2}{3}$

To which add amount to November 30, 1849, 600,993 20 $\frac{1}{4}$

836,060 25

And deduct from profit and loss, under the following heads, for deterioration, viz. :—

Bridges, - - - - -	\$621 02
Railway timber, - - - - -	6,000 00
Railway iron, - - $\frac{1}{3}$ of \$107,000	35,666 66 $\frac{2}{3}$
Depot buildings, - - - - -	5,000 00
Carriage department, $\frac{1}{3}$ of \$50,000	16,666 66 $\frac{2}{3}$
	<hr/> 63,954 35 $\frac{1}{3}$

Making the cost in Massachusetts, November 30, 1850, \$772,105 90

To which add, in Connecticut, - - - - - 1,826,408 27

Making the whole cost, up to - - - - - 2,598,514 17

They further report, that the accounts of the expenditures on the road, in each state, have been kept separate and distinct, as required by the charter.

That the receipts of the company for twelve months, ending with the month of November, 1850, were - - - - - \$261,259 12

Expenditures were, for repairs of road, repairs of cars, locomotives, bridges, station houses, fuel, passenger and freight expenses, &c., - - - - - 126,512 77

\$134,746 35

158 NORWICH AND WORCESTER RAILROAD. [Feb.

Net earning of road, brought forward,	-	\$134,746 35
From which deduct salary of transfer officer,	\$800 00	
Interest, - - - - -	56,282 34	
	<u> </u>	57,082 34
Leaving net, after paying expenses and interest,		<u><u>\$77,664 01</u></u>
To which we have set to Massachusetts, $\frac{1}{3}$	\$25,888 00 $\frac{1}{3}$	
To Connecticut, $\frac{2}{3}$ - - - - -	51,776 00 $\frac{2}{3}$	
	<u> </u>	\$77,664 01

All which is respectfully submitted,

A. H. BULLOCK,
Commissioner for the Commonwealth of Massachusetts.

W. P. EATON,
Commissioner for the State of Connecticut.

January 23, 1851.

SEVENTH ANNUAL REPORT
OF THE
OLD COLONY RAILROAD CORPORATION.

To the Honorable, the Legislature of the Commonwealth of Massachusetts :

The Directors of the Old Colony Railroad Corporation respectfully submit their return and report of their doings during the past year, as required by law.

Return of the Old Colony Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock, - - - [authorized,]	\$2,100,000 00
Increase of capital since last report, - - -	Nothing.
Capital paid in per last report, - - -	\$1,956,230 00
Capital paid in since last report, - - -	7,770 00
Total amount of capital stock paid in, - - -	1,964,000 00
Funded debt, per last report, - - -	328,685 00
Funded debt paid in since last report, [and due,] - - -	115 00
Funded debt, increase of, since last report, - - -	Nothing.
Total present amount of funded debt, - - -	328,800 00
Floating debt, per last report, - - -	50,572 90
Floating debt paid since last report, - - -	50,572 90
Floating debt, increase of, since last report, - - -	Nothing.
Total present amount of floating debt, - - -	Nothing.
Total present amount of funded and floating debt, - - -	328,800 00
Average rate of interest per annum paid during the year, - - -	6 per cent.
Maximum amount of debt for each month during the year, viz. : January, \$372,077 46 ; February, \$369,877 46 ; March, \$369,877 46 ; April, \$362,877 46 ; May, \$350,777 46 ; June, \$350,777 46 ; July, \$332,499 97 ; August, \$329,799 97 ; September, \$329,799 97 ; October, \$328,800 ; November, \$328,800 ; December, \$328,800.	
COST OF ROAD AND EQUIPMENT.	
[For Abington Branch, per last report, - - -	129,098 87
For graduation and masonry, per last report, - - -	237,340 12
For graduation and masonry paid during the past year, - - -	
Total amount expended for graduation and masonry, - - -	
For wooden bridges, per last report, - - -	88,496 98
For wooden bridges paid during the past year, - - -	
Total amount expended for wooden bridges, - - -	
Total amount expended for iron bridges, (if any,) - - -	
For superstructure, including iron, per last report, - - -	477,046 20

For superstructure, including iron, paid during the past year, - - - - -	
Total amount expended for superstructure, including iron, - - - - -	
For stations, buildings and fixtures, per last report, -	\$207,434 23
For stations, buildings and fixtures, paid during the past year, - - - - -	
Total amount expended for stations, buildings and fixtures, - - - - -	
For land, land-damages and fences, per last report, -	645,494 10
For land, land-damages and fences, paid during the past year, - - - - -	
Total amount expended for land, land-damages and fences, - - - - -	
For locomotives, per last report, - - - - -	95,259 80
For locomotives, paid during the past year, - - - - -	
Total amount expended for locomotives, - - - - -	
For passenger and baggage cars, per last report, -	53,281 23
For passenger and baggage cars, paid during the past year, - - - - -	
Total amount expended for passenger and baggage cars, - - - - -	
For merchandise cars, per last report, - - - - -	36,717 04
For merchandise cars, paid during the past year, - - - - -	
Total amount expended for merchandise cars, - - - - -	
For engineering, per last report, - - - - -	638 82
For engineering, paid during the past year, - - - - -	
Total amount expended for engineering, - - - - -	
For agencies and other expenses, per last report, -	322,583 19
For agencies and other expenses, paid during the past year, - - - - -	144 25
Total amount expended for agencies and other expenses, - - - - -	
Total cost of road and equipment, - - - - -	\$2,293,534 83

CHARACTERISTICS OF ROAD.

Length of road, - - - - -	37 $\frac{1}{4}$ miles.
Length of single main track, - - - - -	25 $\frac{1}{4}$ do
Length of double main track, - - - - -	11 $\frac{1}{2}$ do
Length of branches owned by the company, stating whether they have a single or double track, -	7 $\frac{1}{4}$ do—single track.
Aggregate length of sidings and other tracks, excepting main track and branches, - - - - -	4 41-100 miles.
Weight of rail per yard in main road, - - - - -	56 lbs.
Weight of rail per yard in branch roads, - - - - -	50 to 56 lbs.
Specify the different weights per yard, - - - - -	50 and 56 lbs.
Maximum grade, with its length in main road, -	39 6-10 feet for 6000 feet.
Maximum grade, with its length in branch roads, -	39 6-10 feet for 10,500 ft. in 5 planes; width of surface about 12 feet.
Total rise and fall in main road, - - - - -	509 2-10 feet.
Total rise and fall in branch roads, - - - - -	148 feet.
Shortest radius of curvature, with length of curve in main road, [at Boston,] - - - - -	520 feet for 450 feet.
Shortest radius of curvature, with length of curve in branch roads, - - - - -	301 feet in 140 feet.
Total degrees of curvature in main road, - - - - -	853 deg.
Total degrees of curvature in branch roads, - - - - -	172 deg.
Total length of straight line in main road, - - - - -	30 miles, 860 feet.
Total length of straight line in branches, - - - - -	5 do 4708 do

Aggregate length of wooden truss bridges, -	217 feet.
Aggregate length of all other wooden bridges, -	2915 feet.
Aggregate length of iron bridges, -	-
Whole length of road unfenced on both sides, [marsh and swamp land not included,] -	1½ miles.
Number of public ways crossed at grade, [by main line and branches, owned by this company,] -	42
Number of railroads crossed at grade, -	-
Remarks, -	-
Way stations for express trains, [the express train stops regularly at] -	South Braintree only.
Way stations for accommodation trains, -	17
Flag stations, -	6
Whole number of way stations, -	17
Whole number of flag stations, -	6

DOINGS DURING THE YEAR.

Miles run by passenger trains, -	153,232	
Miles run by freight trains, -	38,036	
Miles run by other trains, -	25,611	
Total miles run, -		216,879
Number of passengers carried in the cars, -	684,263	
Number of passengers carried one mile, -	8,103,246	
Number of tons of merchandise carried in the cars, -	87,465	
Number of tons of merchandise carried one mile, -	1,268,089	
Number of passengers carried one mile, to and from other roads, [Fall River Railroad,] -	1,518,061	
Number of tons carried one mile, to and from other roads, [Fall River Railroad,] -	546,135	
Rate of speed adopted for express passenger trains, including stops, -	27 6-10 miles per hour.	
Average rate of speed actually attained by express passenger trains, including stops and detentions, -	About 27 miles per hour.	
Rate of speed adopted for accommodation trains, -	" 20 " "	
Rate of speed actually attained by accommodation trains, including stops and detentions, -	" 19 " "	
Average rate of speed actually attained by special trains, including stops and detentions, -	" 19 " "	
Average rate of speed adopted for freight trains, including stops and detentions, -	" 12½ " "	
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, -	3,300,000	
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, -	2,000,000	
[Estimated weight in tons of gravel cars, (not including gravel,) hauled one mile, -	1,785,155	

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, -		\$20,060 84
For repairs of wooden bridges, -		254 62
For renewals of iron, including laying down, [old materials first deducted,] -		4,867 86
For wages of switchmen, av. per mo., \$28 00	\$2,750 14	} Total, 6,662 00
For wages of gate-keepers, av. per mo., \$26 00	1,065 50	
For wages of signal men, av. per mo., \$26 00	715 46	
For wages of watchmen, av. per mo., \$36 00	2,130 90	
Number of men employed, exclusive of those engaged in construction, -	200	

For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used.) [Done by road repairers and other operatives—no extra help employed,] - - - -	Included in other items.	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - -		\$243 69
Total for maintenance of way, - - -		32,089 01
MOTIVE POWER AND CARS.		
For repairs of locomotives, - - - -	\$15,898 40	
For new locomotives, to cover depreciation, -		
For repairs of passenger cars, - - - -	7,036 00	
For new passenger cars, to cover depreciation, -		
For repairs of merchandise cars, - - - -	2,060 99	
For new merchandise cars, to cover depreciation, -		
For repairs of gravel and other cars, - - - -	1,272 16	
Total for maintenance of motive power and cars, -		26,267 55
Number of engines, - - - -	15	
Number of passenger cars, - - - -	25	
Number of baggage cars, - - - -	4	
Number of merchandise cars, - - - -	105	
Number of gravel cars, - - - -	56	
MISCELLANEOUS.		
For fuel used by engines during the year, viz.:		
Wood, - - - -	40,704 05	
Coal, [at stations,] - - - -	1,732 52	
For oil used by cars and engines, - - - -	3,107 24	
For waste and other material for cleaning, - -	528 33	
For salaries, wages and incidental expenses, chargeable to passenger department, - - - -	31,404 17	
For salaries, wages and incidental expenses, chargeable to freight department, - - - -	10,150 00	
For gratuities and damages,* - - - -	3,383 25	
For taxes and insurance, - - - -	4,762 37	
For ferries, - - - -	Nothing.	
For repairs of station buildings, aqueducts, fixtures, furniture, - - - -	2,591 01	
For interest, [floating debt, \$740 65; bonds, \$19,728]	20,468 65	
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, [Fall River Railroad, for use of cars, and risk on Old Colony Railroad,] -	7,482 22	
For amount paid other companies, as rent for use of their roads, specifying each company, [South Shore and Dorchester and Milton Railroad companies paid, and estimated due,] - - - -	27,692 86	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - - -	6,588 84	
Total miscellaneous, - - - -		157,345 51
Total expenditures for working the road, - -		215,702 07

* There was also paid \$3755 91 for old claims for damages, and charged to surplus on hand, as reported last year.

INCOME DURING THE YEAR.					
<i>For passengers :—</i>					
1. On main road, including branches owned by Co.,					\$162,069 70
2. To and from other roads, specifying what, [Fall River Railroad,]	-	-	-	-	34,362 39
<i>For freight :—</i>					
1. On main road and branches owned by company,					40,348 44
2. To and from other connecting roads, [Fall River Railroad,]	-	-	-	-	25,082 37
U. S. mails,	-	-	-	-	4,204 00
Rents,	-	-	-	-	3,292 75
[Gravel, &c.	-	-	-	-	26,811 14
Total income,	-	-	-	-	296,170 79
Net earnings, after deducting expenses,	-	-	-	-	\$80,468 72
DIVIDENDS.					
Per cent. Total,	-	-	-	-	None for the year.
Surplus not divided,	-	-	-	-	80,468 72
Surplus last year, [charged to deterioration, construction items, old claims, &c.]					
Total surplus,	-	-	-	-	80,468 72
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:					
Road and bridges,	-	-	-	-	
Buildings,	-	-	-	-	
Engines and cars,	-	-	-	-	

The following fatal accidents and serious injuries have happened during the year ending November 30, 1850 :—

December 15, 1849.—David Lang, of Boston, had his leg broken by falling in front of the car, while volunteering, without the knowledge of the superintendent or officers of the company, to assist his brother, who was a brakeman on the road, in moving said car into the station house in Boston.

January 1, 1850.—Dr. P. G. Robbins, of Roxbury, was severely injured in his hip, while a passenger in a train to Plymouth, from the breaking of a wheel of the car in which he was.

March 26. ——— Durand, of Boston, was considerably bruised by being struck by a train while walking too near the track with a basket of clams on his shoulders.

May 30.—George Eaton, a conductor on a freight train, fell from the train while in motion, and was instantly killed.

June 17.—Wheeler Kenneison, road agent of the Fall River Railroad, fell from the platform of a baggage car, near the junction with that road, and was so badly injured by striking a freight car standing on a turnout track, as to cause his death in a few hours.

July 25.—Catherine O'Connor, of Boston, had her leg broken by step-

ping backwards in front of a locomotive engine, while the same was proceeding at a very slow rate, across Swan street, South Boston.

August 27.—Margaret Doyle, of Dorchester, a child two years old, walked on to the track and sat down, just as a train was approaching, and one of her arms was badly crushed.

FRANCIS B. CROWNINSHIELD,
WILLIAM J. WALKER,
JAMES W. SEVER,
H. H. HUNNEWELL,
NATH'L WHITING,
WM. RICHARDSON.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. *Boston, January 28, 1851.* Personally appeared the above named Francis B. Crowninshield, William J. Walker, James W. Sever, H. H. Hunnewell, Nath'l Whiting, and William Richardson, and made oath that the foregoing report, by them signed, is true, according to their best knowledge and belief. Before me,

PELHAM W. HAYWARD, *Justice of the Peace.*

FIFTH ANNUAL REPORT

OF THE

PETERBOROUGH AND SHIRLEY RAILROAD
COMPANY.

*Return of the Peterborough and Shirley Railroad, under the Act of May 1, 1849,
chap. 191.*

Capital stock, - - - - -		\$310,000 00
Increase of capital since last report, - - -	None.	
Capital paid in per last report, - - -	\$152,730 00	
Capital paid in since last report, - - -	42,640 00	
Total amount of capital stock paid in, - - -		195,370 00
Funded debt, per last report, - - -	48,400 00	
Funded debt, paid since last report, - - -	None.	
Funded debt, increase of, since last report, - - -	600 00	
Total present amount of funded debt, - - -		49,000 00
Floating debt, per last report, - - -	8,075 98	
Floating debt, paid since last report, - - -	3,707 04	
Floating debt, increase of, since last report, - - -	None.	
Total present amount of floating debt, - - -		4,368 94
Total present amount of funded and floating debt, - - -		53,368 94
Average rate of interest per annum paid during the year, - - - - -	6 per cent.	
Maximum amount of debt for each month during the year, viz.: January, \$53,075 98; February, \$53,075 98; March, \$53,075 98; April, \$53,075 98; May, \$53,075 98; June, \$53,075 98; July, \$50,075 98; August, \$50,772 20; September, \$50,772 20; October, \$51,301 15; November, \$52,802 29; December, \$53,368 94.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report, - - -	63,404 93	
For graduation and masonry paid during the past year, - - - - -	23,370 03	
Total amount expended for graduation and masonry, - - -		86,774 96
For wooden bridges, per last report, - - -	} Included in grading and masonry.	
For wooden bridges paid during the past year, - - -		
Total amount expended for wooden bridges, - - -	} None.	
Total amount expended for iron bridges, (if any,) - - -		
For superstructure, including iron, per last report, - - -	98,381 96	
For superstructure, including iron, paid during the past year, - - - - -	15,423 01	
Total amount expended for superstructure, including iron, - - - - -		113,804 97
For stations, buildings and fixtures, per last report, - - -	11,704 70	
For stations, buildings and fixtures, paid during the past year, - - - - -	2,535 26	

Total amount expended for stations, buildings and fixtures, - - - - -		\$14,239 96
For land, land-damages and fences, per last report, -	\$18,412 41	
For land, land-damages and fences, paid during the past year, - - - - -	5,900 85	
Total amount expended for land, land-damages and fences, - - - - -		24,313 26
For locomotives, per last report, - - - - -	None.	
For locomotives, paid during the past year, - - - - -		
Total amount expended for locomotives, - - - - -		
For passenger and baggage cars, per last report, - -		
For passenger and baggage cars, paid during the past year, - - - - -		
Total amount expended for passenger and baggage cars, - - - - -		
For merchandise cars, per last report, - - - - -	13,001 20	
For merchandise cars, paid during the past year, - -		
Total amount expended for merchandise cars, - - -		
For engineering, per last report, - - - - -	40 00	
For engineering, paid during the past year, - - - -		13,041 20
Total amount expended for engineering, - - - - -	None.	
For agencies and other expenses, per last report, - -		
For agencies and other expenses, paid during the past year, - - - - -		
Total amount expended for agencies and other expenses, - - - - -		
Total cost of road and equipment, - - - - -		272,646 96

CHARACTERISTICS OF ROAD.

Length of road, - - - - -	14 miles, 391½ feet.
Length of single main track, - - - - -	Same, except turnouts.
Length of double main track, - - - - -	None, except turnouts.
Length of branches owned by the company, stating whether they have a single or double track, - - -	None.
Aggregate length of sidings and other tracks, excepting main track and branches, - - - - -	2,210 feet.
Weight of rail per yard in main road, - - - - -	50 and 53 pounds.
Weight of rail per yard in branch roads, - - - -	None.
Specify the different weights per yard, - - - - -	50 and 53 pounds.
Maximum grade, with its length in main road, - -	58 feet, 5,190 feet long.
Maximum grade, with its length in branch roads, -	None.
Total rise and fall in main road, - - - - -	327.59 feet.
Total rise and fall in branch roads, - - - - -	None.
Shortest radius of curvature, with length of curve in main road, - - - - -	1146 radius; 700 ft. long.
Shortest radius of curvature, with length of curve in branch roads, - - - - -	None.
Total degrees of curvature in main road, - - - -	588° 18'
Total degrees of curvature in branch roads, - - -	None.
Total length of straight line in main road, - - -	8.64 miles.
Total length of straight line in branches, - - - -	None.
Aggregate length of wooden truss bridges, - - - -	205 feet.
Aggregate length of all other wooden bridges, - -	140 feet.
Aggregate length of iron bridges, - - - - -	None.
Whole length of road unfenced on both sides, - -	
Number of public ways crossed at grade, - - - -	12
Number of railroads crossed at grade, - - - - -	Worcester and Nashua, at
Remarks, - - - - -	[Groton.
Way stations for express trains, - - - - -	4
Way stations for accommodation trains, - - - - -	4

Flag stations,	-	-	-	-
Whole number of way stations,	-	-	-	-
Whole number of flag stations,	-	-	-	-

4

DOINGS DURING THE YEAR.

Miles run by passenger trains,	-	-	-	-
Miles run by freight trains,	-	-	-	-
Miles run by other trains,	-	-	-	-
Total miles run,	-	-	-	-
Number of passengers carried in the cars,	-	-	-	-
Number of passengers carried one mile,	-	-	-	-
Number of tons of merchandise carried in the cars,	-	-	-	-
Number of tons of merchandise carried one mile,	-	-	-	-
Number of passengers carried one mile, to and from other roads,	-	-	-	-
Number of tons carried one mile, to and from other roads,	-	-	-	-
Rate of speed adopted for express passenger trains, including stops,	-	-	-	-
Average rate of speed actually attained by express passenger trains, including stops and detentions,	-	-	-	-
Rate of speed adopted for accommodation trains,	-	-	-	-
Rate of speed actually attained by accommodation trains, including stops and detentions,	-	-	-	-
Average rate of speed actually attained by special trains, including stops and detentions,	-	-	-	-
Average rate of speed adopted for freight trains, including stops and detentions,	-	-	-	-
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile,	-	-	-	-
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,	-	-	-	-

None by this Company; it is run by Fitchburg Company.

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	-	-	-	-
For repairs of wooden bridges,	-	-	-	-
For renewals of iron, including laying down,	-	-	-	-
For wages of switchmen, av. per mo. \$	-	-	-	-
For wages of gate-keepers, av. per mo. \$	-	-	-	-
For wages of signal-men, av. per mo. \$	-	-	-	-
For wages of watchmen, av. per mo. \$	-	-	-	-
Number of men employed, exclusive of those engaged in construction,	-	-	-	-
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam power used,)	-	-	-	-
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	-	-	-	-
Total for maintenance of way,	-	-	-	-

None.

Total.

MOTIVE POWER AND CARS.

For repairs of locomotives,	-	-	-	-
For new locomotives to cover depreciation,	-	-	-	-
For repairs of passenger cars,	-	-	-	-
For new passenger cars to cover depreciation,	-	-	-	-
For repairs of merchandise cars,	-	-	-	-
For new merchandise cars, to cover depreciation,	-	-	-	-
For repairs of gravel and other cars,	-	-	-	-
Total for maintenance of motive power and cars,	-	-	-	-
Number of engines,	-	-	-	-

None.

Number of passenger cars,	-	-	-	-
Number of baggage cars,	-	-	-	-
Number of merchandise cars,	-	-	-	-
Number of gravel cars,	-	-	-	-

None.

MISCELLANEOUS.

For fuel used by engines during the year, viz.,	-	-	-	-
Wood,	-	-	-	-
Coal,	-	-	-	-
For oil used by cars and engines,	-	-	-	-
For waste and other material for cleaning,	-	-	-	-
For salaries, wages and incidental expenses, chargeable to passenger department,	-	-	-	-
For salaries, wages and incidental expenses, chargeable to freight department,	-	-	-	-
For gratuities and damages,	-	-	-	-
For taxes and insurance,	-	-	-	-
For ferries,	-	-	-	-
For repairs of station buildings, aqueducts, fixtures, furniture,	-	-	-	-
For interest,	-	-	-	-
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company,	-	-	-	-
For amount paid other companies as rent for use of their roads, specifying each company,	-	-	-	-
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	-	-	-	-
Total miscellaneous,	-	-	-	-
Total expenditures for working the road,	-	-	-	-

None.

\$44 95

None.

\$7,422 26

None.

\$13,005 40

\$20,472 61

INCOME DURING THE YEAR.

For passengers:—

1. On main road, including branches owned by company,
2. To and from other roads, specifying what,

For freight:—

1. On main road and branches owned by company,
2. To and from other connecting roads,

U. S. Mails,	-	-	-	-
Rents,	-	-	-	-
Total income,	-	-	-	-
Net earnings, after deducting expenses,	-	-	-	-

Six per cent. on the cost of the road, according to the terms of contract, annexed to the Return in 1849.

DIVIDENDS.

Per cent. Total,	-	-	-	-
Surplus not divided,	-	-	-	-
Surplus last year,	-	-	-	-
Total surplus,	-	-	-	-

None.

ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.

Road and bridges,	-	-	-	-
Buildings,	-	-	-	-
Engines and cars,	-	-	-	-

None.

During the last year the extension of this road, from West Townsend to the line of the state of New Hampshire, has been completed, a distance of 2.86 miles.

JOHN M. MAYNARD,
LEVI WARREN,
GEORGE BARRETT,
F. A. WORCESTER,
DANIEL ADAMS,
CHARLES POWERS,
J. M. MELVILLE.

MIDDLESEX, ss. *January 22, 1851.* Then personally appeared the above named John M. Maynard, Levi Warren, George Barrett, F. A. Worcester, Daniel Adams, Charles Powers, and Jonas M. Melville, and severally made oath that the within return, by them subscribed, is true, according to the best of their knowledge and belief. Before me,

WM. W. WHEILDON, *Justice of the Peace.*

FIFTH ANNUAL REPORT

OF THE

PITTSFIELD AND NORTH ADAMS RAILROAD
COMPANY.

*Return of the Pittsfield and North Adams Railroad, under the Act of May 1, 1849,
chap. 191. Year ending November 30, 1850.*

Capital stock, - - - - -	\$500,000 00
Increase of capital since last report, - - - - -	
Capital paid in per last report, - - - - -	
Capital paid in since last report, - - - - -	
Total amount of capital stock paid in, - - - - -	450,000 00
Funded debt, per last report, - - - - -	
Funded debt paid since last report, - - - - -	
Funded debt, increase of, since last report, - - - - -	
Total present amount of funded debt, - - - - -	
Floating debt, per last report, - - - - -	
Floating debt paid since last report, - - - - -	
Floating debt, increase of, since last report, - - - - -	
Total present amount of floating debt, - - - - -	
Total present amount of funded and floating debt, - - - - -	
Average rate of interest per annum paid during the year, - - - - -	
Maximum amount of debt for each month during the year, viz.: January, \$ - - - - -; February, \$ - - - - -; March, \$ - - - - -; April, \$ - - - - -; May, \$ - - - - -; June, \$ - - - - -; July, \$ - - - - -; August, \$ - - - - -; September, \$ - - - - -; October, \$ - - - - -; November, \$ - - - - -; December, \$ - - - - -	
COST OF ROAD AND EQUIPMENT.	
For graduation and masonry, per last report, - - - - -	108,827 47
For graduation and masonry paid during the past year, - - - - -	
Total amount expended for graduation and masonry, - - - - -	108,827 47
For wooden bridges, per last report, - - - - -	7,244 00
For wooden bridges paid during the past year, - - - - -	
Total amount expended for wooden bridges, - - - - -	7,244 00
Total amount expended for iron bridges, (if any,) - - - - -	1,303 42
For superstructure, including iron, per last report, - - - - -	201,395 32
For superstructure, including iron, paid during the past year, - - - - -	
Total amount expended for superstructure, including iron, - - - - -	201,395 32
For stations, buildings and fixtures, per last report, - - - - -	29,311 33
For stations, buildings and fixtures, paid during the past year, - - - - -	
Total amount expended for stations, buildings and fixtures, - - - - -	29,311 33

For land, land-damages and fences, per last report,	\$66,608 85	
[Less, amount sold the last year,] - - -	2,865 90	
For land, land-damages and fences, paid during the past year, - - -		
Total amount expended for land, land-damages and fences, - - -		\$63,742 95
For locomotives, per last report, - - -	7,000 00	
For locomotives, paid during the past year, - - -		
Total amount expended for locomotives, - - -		7,000 00
For passenger and baggage cars, per last report, - - -	4,247 43	
For passenger and baggage cars, paid during the past year, - - -		
Total amount expended for passenger and baggage cars, - - -		4,247 43
For merchandise cars, per last report, - - -		
For merchandise cars, paid during the past year, - - -		
Total amount expended for merchandise cars, - - -		
For engineering, per last report, - - -	20,605 56	
For engineering, paid during the past year, - - -		
Total amount expended for engineering, - - -		20,605 56
For agencies and other expenses, per last report, - - -		
For agencies and other expenses, paid during the past year, - - -		
Total amount expended for agencies and other expenses, - - -		
Total cost of road and equipment, - - -		443,677 68

CHARACTERISTICS OF ROAD.

Length of road, - - -	18 65-1000 miles.
Length of single main track, - - -	17 95-1000 do
Length of double main track, - - -	70-1000 mile.
Length of branches owned by the company, stating whether they have a single or double track, - - -	
Aggregate length of sidings and other tracks, excepting main track and branches, - - -	70-1000 mile.
Weight of rail per yard in main road, - - -	56 pounds per yard.
Weight of rail per yard in branch roads, - - -	
Specify the different weights per yard, - - -	
Maximum grade, with its length in main road, - - -	66 feet, 222 feet length.
Maximum grade, with its length in branch roads, - - -	
Total rise and fall in main road, - - -	365 feet.
Total rise and fall in branch roads, - - -	
Shortest radius of curvature, with length of curve in main road, - - -	477½ feet, 722 feet.
Shortest radius of curvature, with length of curve in branch roads, - - -	
Total degrees of curvature in main road, - - -	710° 1'
Total degrees of curvature in branch roads, - - -	
Total length of straight line in main road, - - -	13 39-1000 miles.
Total length of straight line in branches, - - -	
Aggregate length of wooden truss bridges, - - -	364 feet.
Aggregate length of all other wooden bridges, - - -	
Aggregate length of iron bridges, - - -	30 feet.
Whole length of road unfenced on both sides, - - -	
Number of public ways crossed at grade, - - -	17
Number of railroads crossed at grade, - - -	
Remarks, - - -	
Way stations for express trains, - - -	

Way stations for accommodation trains, - - -	-	
Flag stations, - - -	-	
Whole number of way stations, - - -	2	
Whole number of flag stations, - - -	4	
DOINGS DURING THE YEAR.		
Miles run by passenger trains, - - -	-	
Miles run by freight trains, - - -	-	
Miles run by other trains, - - -	-	
Total miles run, - - -	-	25,240 miles.
Number of passengers carried in the cars, - - -	-	28,485½
Number of passengers carried one mile, - - -	-	53,992
Number of tons of merchandise carried in the cars, - - -	-	15,699
Number of tons of merchandise carried one mile, - - -	-	259,806
Number of passengers carried one mile, to and from other roads, - - -	-	
Number of tons carried one mile, to and from other roads, - - -	-	191,131
Rate of speed adopted for express passenger trains, including stops, - - -	-	
Average rate of speed actually attained by express passenger trains, including stops and detentions, - - -	-	
Rate of speed adopted for accommodation trains, - - -	-	
Rate of speed actually attained by accommodation trains, including stops and detentions, - - -	-	20 miles per hour.
Average rate of speed actually attained by special trains, including stops and detentions, - - -	-	
Average rate of speed adopted for freight trains, including stops and detentions, - - -	-	
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, - - -	-	
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, - - -	-	1,562,500
EXPENDITURES FOR WORKING THE ROAD.		
For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, - - -	-	\$3,954 96
For repairs of wooden bridges, - - -	-	
For renewals of iron, including laying down, - - -	-	
For wages of switchmen, av. per mo., \$ - - -	-	
For wages of gate-keepers, av. per mo., \$ - - -	-	
For wages of signal men, av. per mo., \$ - - -	-	
For wages of watchmen, av. per mo., \$ - - -	-	
Number of men employed exclusive of those engaged in construction, - - -	10	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam power used,) - - -	-	342 38
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - - -	-	
Total for maintenance of way, - - -	-	\$4,297 34
MOTIVE POWER AND CARS.		
For repairs of locomotives, - - -	-	350 75
For new locomotives, to cover depreciation, - - -	-	
For repairs of passenger cars, - - -	-	708 98
For new passenger cars, to cover depreciation, - - -	-	
For repairs of merchandise cars, - - -	-	
For new merchandise cars, to cover depreciation, - - -	-	
For repairs of gravel and other cars, - - -	-	
Total for maintenance of motive power and cars, - - -	-	1,059 73

Number of engines,	-	-	-	-	1
Number of passenger cars,	-	-	-	-	2
Number of baggage cars,	-	-	-	-	
Number of merchandise cars,	-	-	-	-	
Number of gravel cars,	-	-	-	-	

MISCELLANEOUS.

For fuel used by engines during the year, viz.,	-				
Wood,	-	-	-	-	\$3,399 75
Coal,	-	-	-	-	
For oil used by cars and engines,	-	-	-	-	591 00
For waste and other material for cleaning,	-	-	-	-	23 75
For salaries, wages and incidental expenses, charge-	-	-	-	-	
able to passenger department,	-	-	-	-	4,044 04
For salaries, wages and incidental expenses, charge-	-	-	-	-	
able to freight department,	-	-	-	-	
For gratuities and damages,	-	-	-	-	41 00
For taxes and insurance,	-	-	-	-	
For ferries,	-	-	-	-	
For repairs of station buildings, aqueducts, fixtures,	-	-	-	-	
furniture,	-	-	-	-	
For interest,	-	-	-	-	
For amount paid other companies, in tolls for pas-	-	-	-	-	
sengers, and freight carried on their roads, speci-	-	-	-	-	
fying each company,	-	-	-	-	
For amount paid other companies as rent for use of	-	-	-	-	
their roads, specifying each company,	-	-	-	-	
For salaries of president, treasurer, superintendent,	-	-	-	-	
law expenses, office expenses of the above offices,	-	-	-	-	
and all other expenses not included in any of the	-	-	-	-	
foregoing items,	-	-	-	-	
Total miscellaneous,	-	-	-	-	\$8,099 54
Total expenditures for working the road,	-	-	-	-	13,456 61

INCOME DURING THE YEAR.

For passengers :—

1. On main road, including branches owned by Co.,	}	16,643 07
2. To and from other roads, specifying what,		

For freight :—

1. On main road and branches owned by company,	5,511 49
2. To and from other connecting roads,	10,360 01

U. S. mails,	-	-	-	-	
Rents,	-	-	-	-	90 45
Total income,	-	-	-	-	32,605 02
Net earnings, after deducting expenses,	-	-	-	-	19,148 41

DIVIDENDS.

6 Per cent. Total,	-	-	-	-	27,000 00
Surplus not divided,	-	-	-	-	
Surplus last year,	-	-	-	-	
Total surplus,	-	-	-	-	

ESTIMATED DEPRECIATION BEYOND THE RENEW-
ALS, VIZ.

Road and bridges,	-	-	-	-	
Buildings,	-	-	-	-	
Engines and cars,	-	-	-	-	

ROBERT CAMPBELL,
JOSIAH STICKNEY,
STEPHEN FAIRBANKS,
Directors.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. *January 30, 1851.*

Sworn to, before me,

ELLIS GRAY LORING, *Justice of the Peace.*

SIXTH ANNUAL REPORT

OF THE

PROVIDENCE AND WORCESTER RAILROAD
CORPORATION.*Return of the Providence and Worc. Railroad, under the Act of May 1, 1849, ch. 191.*

Capital stock, - - - - -	\$1,457,500 00
Increase of capital since last report, - - - - -	
Capital paid in per last report, - - - - -	\$1,457,500 00
Capital paid in since last report, - - - - -	
Total amount of capital stock paid in, - - - - -	\$1,457,500 00
Funded debt, per last report, - - - - -	424,000 00
Funded debt paid since last report, - - - - -	34,000 00
Funded debt, increase of, since last report, - - - - -	
Total present amount of funded debt, - - - - -	390,000 00
Floating debt, per last report, - - - - -	
Floating debt paid since last report, - - - - -	
Floating debt, increase of, since last report, - - - - -	
Total present amount of floating debt, - - - - -	10,000 00
Total present amount of funded and floating debt, - - - - -	400,000 00
Average rate of int'st per ann. paid during the year, - - - - -	6 per cent.
Maximum amount of debt for each month during the year, viz.: January, \$ - - - - - ; February, \$ - - - - - ;	} Nothing.
March, \$ - - - - - ; April, \$ - - - - - ; May, \$ - - - - - ;	
June, \$ - - - - - ; July, \$ - - - - - ; August, \$ - - - - - ;	
September, \$ - - - - - ; October, \$ - - - - - ; November, \$ - - - - - ;	
December, \$ - - - - - .	

COST OF ROAD AND EQUIPMENT.

For graduation and masonry, per last report, - - - - -		
For graduation and masonry paid during the past year, - - - - -	Per last rep. 1,782,865 19	
Total amount expended for graduation and masonry, - - - - -	Paid during the past year, 23,299 95	
For wooden bridges, per last report, - - - - -		
For wooden bridges paid during the past year, - - - - -		1,806,165 14
Total amount expended for wooden bridges, - - - - -		
Total amount expended for iron bridges, (if any,) - - - - -	From which deduct the surplus earnings transferred from income account to the reduction of this acc't of 1849—	
For superstructure, including iron, per last report, - - - - -	56,749 49	
For superstructure, including iron, paid during the past year, - - - - -	1850—	
Total amount expended for superstructure, including iron, - - - - -	81,793 27	138,542 76
For stations, buildings and fixtures, per last report, - - - - -		
For stations, buildings and fixtures, paid during the past year, - - - - -		
Total amount expended for stations, buildings and fixtures, - - - - -		
For land, land-damages and fences, per last report, - - - - -		
For land, land-damages and fences, paid during the past year, - - - - -		
Total amount expended for land, land-damages and fences, - - - - -		1,667,622 38

For locomotives, per last report, - - -	\$62,245 21
For locomotives, paid during the past year, - -	
Total amount expended for locomotives, - -	\$62,245 21
For passenger and baggage cars, per last report, -	} Per last report, 94,556 04
For passenger and baggage cars, paid during the past year, - - -	
Total amount expended for passenger and baggage cars, - - -	
For merchandise cars, per last report, - -	
For merchandise cars, paid during the past year, -	} Paid during the past year, 373 00
Total amount expended for merchandise cars, -	
For engineering, per last report, - -	
For engineering, paid during the past year, -	
Total amount expended for engineering, - -	
For agencies and other expenses, per last report, -	
For agencies and other expenses, paid during the past year, - - -	
Total amount expended for agencies and other expenses, - - -	
Total cost of road and equipment, - - -	1,824,796 63

CHARACTERISTICS OF ROAD.

Length of road, - - -	43.41 miles.
Length of single main track, - - -	38.24 "
Length of double main track, - - -	5.17 "
Length of branches owned by the company, stating whether they have a single or double track, - -	None.
Aggregate length of sidings and other tracks, excepting main track and branches, - -	7 miles.
Weight of rail per yard in main road, - -	58 lbs.
Weight of rail per yard in branch roads, - -	
Specify the different weights per yard, - -	
Maximum grade, with its length in main road, -	27 ft. per mile for 4300 ft.
Maximum grade, with its length in branch roads, -	
Total rise and fall in main road, - -	Rise, 526 ft. ; fall, 56 ft. =
Total rise and fall in branch roads, - -	[582 ft.
Shortest radius of curvature, with length of curve in main road, - - -	716 ft. radius for 875 ft.
Shortest radius of curvature, with length of curve in branch roads, - - -	
Total degrees of curvature in main road, - -	2546° 30'.
Total degrees of curvature in branch roads, - -	
Total length of straight line in main road, - -	28.75 miles.
Total length of straight line in branches, - -	
Aggregate length of wooden truss bridges, - -	3355 feet.
Aggregate length of all other wooden bridges, - -	1330 feet.
Aggregate length of iron bridges, - -	Nothing.
Whole length of road unfenced on both sides, - -	None.
Number of public ways crossed at grade, - -	42
Number of railroads crossed at grade, - -	None.
Remarks, - - -	
Way stations for express trains, - - -	No express trains run.
Way stations for accommodation trains, - -	17
Flag stations, - - -	2
Whole number of way stations, - - -	17
Whole number of flag stations, - - -	2

DOINGS DURING THE YEAR.

Miles run by passenger trains, - - -	82,922
Miles run by freight trains, - - -	30,896

Miles run by other trains, - - - -	3,992	
Total miles run, - - - -		117,810
Number of passengers carried in the cars, - -	305,938	
Number of passengers carried one mile, - -	4,765,040	
Number of tons of merchandise carried in the cars, -	49,231	
Number of tons of merchandise carried one mile, -	1,271,179	
Number of passengers carried one mile, to and from other roads, - - - -	411,599	
Number of tons carried one mile, to and from other roads, - - - -	102,071	
Rate of speed adopted for express passenger trains, including stops, - - - -	None.	
Average rate of speed actually attained by express passenger trains, including stops and detentions, -	30 miles per hour.	
Rate of speed adopted for accommodation trains, -	20 do do	
Rate of speed actually attained by accommodation trains, including stops and detentions, -	20 do do	
Average rate of speed actually attained by special trains, including stops and detentions, -		
Average rate of speed adopted for freight trains, including stops and detentions, - - - -	10 do do	
Estimated weight in tons, of passenger cars, (not including passengers,) hauled one mile, - -	2,487,660	
Estimated weight in tons, of merchandise cars, (not including freight,) hauled one mile, - -	5,406,800	
EXPENDITURES FOR WORKING THE ROAD.		
For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, - -		
For repairs of wooden bridges, - - - -		
For renewals of iron, including laying down, -		
For wages of switchmen, av. per mo., \$	} Total,	The duties of these men being mixed with their other duties as station laborers, their wages in these capacities cannot be determined.
For wages of gate-keepers, av. per mo., \$		
For wages of signal men, av. per mo., \$		
For wages of watchmen, av. per mo., \$		
Number of men employed, exclusive of those engaged in construction, - - - -	140	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) -		
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - -		
Total for maintenance of way, - - - -		\$19,034 46
MOTIVE POWER AND CARS.		
For repairs of locomotives, - - - -		6,194 11
For new locomotives, to cover depreciation, -		
For repairs of passenger cars, - - - -	\$1,593 10	} 4,118 26
For new passenger cars, to cover depreciation, -		
For repairs of merchandise cars, - - - -	2,525 16	
For new merchandise cars, to cover depreciation, -		
For repairs of gravel and other cars, - - - -		
Total for maintenance of motive power and cars, -		
Number of engines, - - - -	8	
Number of passenger cars, - - - -	17	
Number of baggage cars, - - - -	1	and three second-class cars partially used for [this purpose.
Number of merchandise cars, - - - -	121	
Number of gravel cars, - - - -	40	used for freight and included in merch. cars.

MISCELLANEOUS.		
For fuel used by engines during the year, viz.:		
Wood, - - - - -		\$18,681 93
Coal, - - - - -		
For oil used by cars and engines, - - - - -		1,825 53
For waste and other material for cleaning, - - - - -		
For salaries, wages and incidental expenses, chargeable to passenger department, - - - - -		16,456 31
For salaries, wages and incidental expenses, chargeable to freight department, - - - - -		15,614 90
For gratuities and damages, - - - - -	}	
For taxes and insurance, - - - - -		
For ferries, - - - - -		
For repairs of station buildings, aqueducts, fixtures, furniture, - - - - -		
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, - - - - -	}	13,255 00
For amount paid other companies, as rent for use of their roads, specifying each company, - - - - -		
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses, not included in any of the foregoing items, - - - - -		
Total miscellaneous, - - - - -		
Total expenditures for working the road, - - - - -		\$95,180 50
[For interest, (paid on bonds,) - - - - -		25,777 33
INCOME DURING THE YEAR.		
For passengers:—		
1. On main road, including branches owned by company, - - - - -	}	114,551 53
2. To and from other roads, specifying what, - - - - -		
For freight:—		
1. On main road and branches owned by company, - - - - -	}	83,399 49
2. To and from other connecting roads, - - - - -		
U. S. mails, - - - - -		3,099 15
Rents, - - - - -		1,700 93
Total income, - - - - -		202,751 10
Net earnings, after deducting expenses, - - - - -		107,570 60
DIVIDENDS.		
Surplus last year, - - - - -		56,749 49
[Surplus this year, - - - - -		81,793 27
Total surplus, - - - - -		138,542 76
This amount is carried to the credit of "construction."		
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:		
Road and bridges, - - - - -		
Buildings, - - - - -		
Engines and cars, - - - - -		

The following casualties occurred during the year:—

June 17, 1850.—Thomas Eli fell upon a track at Valley Falls; a car passed over him, by which he was mortally hurt.

September 14.—John L. Roberts, a brakeman upon a freight train, was

almost instantly killed by his head striking a bridge while standing upon the cars when in motion.

November 7.—Lyman Comstock, while standing near the track, was struck by the frame of a locomotive and instantly killed.

December 5.—Ebenezer Skinner, a brakeman upon a passenger train, was so severely injured in consequence of a collision between two passenger trains, at Worcester, that he died in about ten days after.

Respectfully submitted by

ORRAY TAFT,
MOSES B. IVES,
WILLIAM FOSTER,
JAMES Y. SMITH,
JOHN BARSTOW,
SHUBAEL HUTCHINS,
G. W. HALLET,
JOHN W. LINCOLN,
HARVEY CHACE,
PAUL WHITIN,
AARON RATHBONE,

Directors of the Prov. and Worc. Railroad.

Providence, R. I., Dec. 31, 1850.

COUNTY OF PROVIDENCE, ss. In the City of Providence, this 14th day of January, A. D., 1851. Then personally appeared the above named Orray Taft, Moses B. Ives, William Foster, John Barstow, James Y. Smith, Shubael Hutchins, George W. Hallet, John W. Lincoln, Harvey Chace, Paul Whitin, and Aaron Rathbone, and severally made oath that the preceding report is true, to the best of their knowledge and belief.

NATHANIEL SEARLE, *Public Notary.*

We the subscribers, Commissioners of the Providence and Worcester Railroad Company, appointed by the Governors of the States of Rhode Island and Massachusetts, having examined the foregoing report, believe it to be correct, and approve of the same.

GEORGE W. JACKSON,
Commissioner for Rhode Island.
WILLIAM JACKSON,
Commissioner for Massachusetts.

Report of the Commissioners of the Providence and Worcester Railroad Company, to the Legislatures of Massachusetts and Rhode Island.

At a meeting of the Commissioners of the Providence and Worcester Railroad Company, at company's office in Providence, on the 8th of January, 1851, for the purpose of investigating the accounts and expenditures of the said company, and for deciding what sums are applicable to that part of the road lying in Massachusetts; and, also, what part is chargeable to that portion of the road lying in the state of Rhode Island; and, having examined the accounts of said company, we find that the total expenditures for construction, to the 31st of December, 1849, inclusive, is

There has been paid and charged to construction, from	
the 31st of December, 1849, to the 31st December,	
1850,	23,299 95

Total cost of construction, to December 31, 1850,	\$1,806,165 14
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From which cost there should be deducted the surplus earning of 1849, after paying a dividend to the stockholders, of \$43,725 00, of

\$56,749 49	
Deduct, also, the surplus earnings of 1850,	
after paying interest on the funded debt,	
of \$25,777 33,	81,793 27

Balance of construction account, to Dec. 31, 1850,	138,542 76
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1,667,622 38

There has been expended for cars and locomotives, up to the 31st December, 1849, inclusive, viz.:—

Cars,	\$94,556 04
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Locomotives,	62,245 21
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There was paid for cars, from 31st December, 1849, to 31st December, 1850,	373 00
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\$157,174 25

Total cost of road and equipment to the 31st December, 1850, inclusive,	1,824,796 63
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This amount of the cost of construction, we apportion as follows, viz.:—

To Massachusetts,	\$923,288 10
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To Rhode Island,	901,508 53
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1,824,796 63

RECEIPTS.

The whole amount of receipts, from the 1st of January to the 31st of December, 1850, inclusive, were as follows :—

For transportation of passengers, - - - -	\$114,551 53
For transportation of merchandise, - - - -	83,399 49
For mail service, - - - -	3,099 15
For rents, - - - -	1,700 93
	<hr/>
	\$202,751 10

EXPENSES IN 1850.

Fuel, - - - -	\$18,681 93
Maintenance of way, - - - -	19,034 26
Repairs of cars, - - - -	4,118 26
Repairs of locomotives, - - - -	6,194 11
Miscellaneous, - - - -	13,255 00
Freight expenses, - - - -	15,614 90
Passenger expenses, - - - -	16,456 31
Oil, - - - -	1,825 53
	<hr/>
	\$95,180 50
Net earnings, - - - -	<hr/>
	107,570 60

Which amount we apportion as follows :

For Massachusetts, - - - -	\$53,785 30
For Rhode Island, - - - -	53,785 30
	<hr/>
	\$107,570 60

Said commissioners also find, on examining the books of said company, said corporation have kept separate accounts of the expenditures, in Massachusetts and Rhode Island, respectively, agreeable to the acts of said States, creating the present Providence and Worcester Railroad Company.

All which is respectfully submitted.

WILLIAM JACKSON,

Commissioner for Massachusetts.

GEORGE W. JACKSON,

Commissioner for Rhode Island.

SECOND ANNUAL REPORT

OF THE

SALEM AND LOWELL RAILROAD COMPANY.

Return of the Salem and Lowell Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock, - - - - -	\$400,000 00
Increase of capital since last report, - - - - -	
Capital paid in per last report, - - - - -	\$54,385 00
Capital paid in since last report, - - - - -	188,865 00
Total amount of capital stock paid in, - - - - -	243,250 00
Funded debt, per last report, - - - - -	
Funded debt paid since last report, - - - - -	
Funded debt, increase of, since last report, - - - - -	
Total present amount of funded debt, - - - - -	
Floating debt, per last report, - - - - -	
Floating debt paid since last report, - - - - -	
Floating debt, increase of, since last report, - - - - -	
Total present amount of floating debt, - - - - -	93,723 61
Total present amount of funded and floating debt, - - - - -	
Average rate of interest per annum paid during the year, - - - - -	7 337-1000 per cent.
Maximum amount of debt for each month during the year, viz.: January, \$ - - - - -; February, \$ - - - - -; March, \$ - - - - -; April, \$ - - - - -; May, \$ - - - - -; June, \$20,000 00; July, \$46,000 00; August, \$61,000 00; September, \$71,244 67; October, \$78,244 67; November, \$87,220 58; December, \$93,723 61.	
COST OF ROAD AND EQUIPMENT.	
For graduation and masonry, per last report, - - - - -	21,221 66
For graduation and masonry paid during the past year, - - - - -	69,597 54
Total amount expended for graduation and masonry, - - - - -	90,819 20
For wooden bridges, per last report, - - - - -	
For wooden bridges paid during the past year, - - - - -	
Total amount expended for wooden bridges, - - - - -	2,630 00
Total amount expended for iron bridges, (if any,) - - - - -	
For superstructure, including iron, per last report, - - - - -	
For superstructure, including iron, paid during the past year, - - - - -	
Total amount expended for superstructure, including iron, - - - - -	113,896 73
For stations, buildings and fixtures, per last report, - - - - -	
For stations, buildings and fixtures, paid during the past year, - - - - -	
Total amount expended for stations, buildings and fixtures, - - - - -	4,512 98
For land, land-damages and fences, per last report, - - - - -	22,837 00

For land, land-damages and fences, paid during the past year, - - - - -	\$20,177 58
Total amount expended for land, land-damages and fences, - - - - -	\$43,014 58
For locomotives, per last report, - - - - -	
For locomotives, paid during the past year, - - - - -	
Total amount expended for locomotives, - - - - -	21,115 30
For passenger and baggage cars, per last report, - - - - -	
For passenger and baggage cars, paid during the past year, - - - - -	
Total amount expended for passenger and baggage cars, - - - - -	5,010 00
For merchandise cars, per last report, - - - - -	
For merchandise cars, paid during the past year, - - - - -	
Total amount expended for merchandise cars, - - - - -	27,444 80
For engineering, per last report, - - - - -	
For engineering paid during the past year, - - - - -	
Total amount expended for engineering, - - - - -	6,425 00
For agencies and other expenses, per last report, - - - - -	
For agencies and other expenses, paid during the past year, - - - - -	
Total amount expended for agencies and other expenses, - - - - -	2,074 23
Total cost of road and equipment, - - - - -	316,942 82

CHARACTERISTICS OF ROAD.

Length of road, - - - - -	16.882 miles.
Length of single main track, - - - - -	16.882 do
Length of double main track, - - - - -	
Length of branches owned by the company, stating whether they have a single or double track, - - - - -	
Aggregate length of sidings and other tracks, excepting main track and branches, - - - - -	1 217-1000 miles.
Weight of rail per yard in main road, - - - - -	58 lbs.
Weight of rail per yard in branch roads, - - - - -	
Specify the different weights per yard, - - - - -	
Maximum grade, with its length in main road, - - - - -	28.53 per mile, for 3380 ft.
Maximum grade, with its length in branch roads, - - - - -	
Total rise and fall in main road, - - - - -	223.34 feet.
Total rise and fall in branch roads, - - - - -	
Shortest radius of curvature, with length of curve in main road, - - - - -	1200 feet, for 1425 feet.
Shortest radius of curvature, with length of curve in branch roads, - - - - -	
Total degrees of curvature in main road, - - - - -	395
Total degrees of curvature in branch roads, - - - - -	
Total length of straight line in main road, - - - - -	13.368 miles.
Total length of straight line in branches, - - - - -	
Aggregate length of wooden truss bridges, - - - - -	
Aggregate length of all other wooden bridges, - - - - -	121 feet.
Aggregate length of iron bridges, - - - - -	[properly protected.
Whole length of road unfenced on both sides, - - - - -	All fenced, or otherwise
Number of public ways crossed at grade, - - - - -	19
Number of railroads crossed at grade, - - - - -	1
Remarks, - - - - -	
Way stations for express trains, - - - - -	None.
Way stations for accommodation trains, - - - - -	None.
Flag stations, - - - - -	5
Whole number of way stations, - - - - -	None.
Whole number of flag stations, - - - - -	5

DOINGS FROM THE OPENING OF THE ROAD, AUGUST 5, 1850.			
Miles run by passenger trains,	-	-	14,621
Miles run by freight trains,	-	-	3,375
Miles run by other trains,	-	-	
Total miles run,	-	-	17,996
Number of passengers carried in the cars,	-	-	11,687
Number of passengers carried one mile,	-	-	187,190
Number of tons of merchandise carried in the cars,	-	-	10,384
Number of tons of merchandise carried one mile,	-	-	233,640
Number of passengers carried one mile, to and from other roads,	-	-	13,138
Number of tons carried one mile, to and from other roads,	-	-	35,583
Rate of speed adopted for express passenger trains, including stops,	-	-	520-1000
Average rate of speed actually attained by express passenger trains, including stops and detentions,	-	-	
Rate of speed adopted for accommodation trains,	-	-	25 miles per hour.
Rate of speed actually attained by accommodation trains, including stops and detentions,	-	-	25 do do
Average rate of speed actually attained by special trains, including stops and detentions,	-	-	
Average rate of speed adopted for freight trains, including stops and detentions,	-	-	14 do do
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile,	-	-	} Cannot state accurately.
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,	-	-	

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron,	-	
For repairs of wooden bridges,	-	
For renewals of iron, including laying down,	-	
For wages of switchmen, av. per mo., \$	-	} Total,
For wages of gate-keepers, av. per mo., \$	-	
For wages of signal-men, av. per mo., \$	-	
For wages of watchmen, av. per mo., \$	-	
Number of men employed, exclusive of those engaged in construction,	-	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	-	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	-	
Total for maintenance of way,	-	

MOTIVE POWER AND CARS.

For repairs of locomotives,	-	-	
For new locomotives to cover depreciation,	-	-	
For repairs of passenger cars,	-	-	
For new passenger cars, to cover depreciation,	-	-	
For repairs of merchandise cars,	-	-	
For new merchandise cars, to cover depreciation,	-	-	
For repairs of gravel and other cars,	-	-	
Total for maintenance of motive power and cars,	-	-	
Number of engines,	-	-	3
Number of passenger cars,	-	-	2
Number of baggage cars,	-	-	1

Number of merchandise cars, - - -	113
Number of gravel cars, - - -	2
MISCELLANEOUS.	
For fuel used by engines during the year, viz.,	
Wood, - - - - -	-
Coal, - - - - -	-
For oil used by cars and engines, - - -	-
For waste and other material for cleaning, -	-
For salaries, wages and incidental expenses charge-	
able to passenger department, - - -	-
For salaries, wages and incidental expenses charge-	
able to freight department, - - -	-
For gratuities and damages, - - -	-
For taxes and insurance, - - -	-
For ferries, - - - - -	-
For repairs of station buildings, aqueducts, fixtures,	
furniture, - - - - -	-
For interest, - - - - -	\$1,831 15
For amount paid other companies, in tolls for pas-	
sengers, and freight carried on their roads, speci-	
fying each company, - - - - -	-
For amount paid other companies, as rent for use of	{ 1,250, to Lowell and Law-
their roads, specifying each company, - - -	
For salaries of president, treasurer, superintendent,	
law expenses, office expenses of the above offices,	
and all other expenses not included in any of the	
foregoing items, - - - - -	583 64
Total miscellaneous, - - - - -	{ \$9,470 45
[Amount paid Lowell and Lawrence Railroad Com-	
pany, as per contract, for running road, - - -	
Total expenditures for working the road, [from Au-	
gust 5 to December 31, - - - - -	13,135 24
INCOME DURING THE YEAR.	
For passengers :—	
1. On main road, including branches owned by	{ 5,586 67
company, - - - - -	
2. To and from other roads, specifying what, -	
For freight :—	
1. On main road and branches owned by company,	{ 9,918 54
2. To and from other connecting roads, - - -	
U. S. mails, - - - - -	-
Rents, - - - - -	-
Total income, - - - - -	15,505 21
Net earnings, after deducting expenses, - - -	2,369 97
DIVIDENDS.	
per cent. Total, - - - - -	-
Surplus not divided, - - - - -	-
Surplus last year, - - - - -	-
Total surplus, - - - - -	-
ESTIMATED DEPRECIATION BEYOND THE RENEW-	
ALS, VIZ. :	
Road and bridges, - - - - -	-
Buildings, - - - - -	-
Engines and cars, - - - - -	-

No serious accident has occurred since the opening of the road.

S. C. PHILLIPS,
WM. LIVINGSTON,
SIDNEY SPALDING,
JACOB COGGIN,
CHARLES F. FLINT,
J. W. PEELE.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. *Salem, January 27, 1851.* Then personally appeared the above named S. C. Phillips, William Livingston, Sidney Spalding, Jacob Coggin, and Charles F. Flint, and made oath that the above return, by them subscribed, was true, according to the best of their knowledge and belief. Before me, JOSEPH G. WATERS, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. *Salem, January 27, 1851.* Personally appeared the above named J. W. Peele, and made oath that the above return, by him subscribed, was true, according to the best of his knowledge and belief.

Before me, STEPHEN H. PHILLIPS, *Justice of the Peace.*

Copy of Contract for running the Salem and Lowell Railroad.

Whereas the Salem and Lowell Railroad Company, has been authorized by the Legislature to enter with their railroad upon the Lowell and Lawrence Railroad, in Tewksbury, and the Essex Railroad in Danvers; and to use the same, or any part thereof, and whereas the Salem and Lowell Railroad is thus legally connected, and united with the two other afore-said railroads, this memorandum of an agreement of two parts, made and concluded this thirtieth day of June, in the year one thousand eight hundred and fifty, between the Salem and Lowell Railroad Company, of the first part, and the Lowell and Lawrence Company, of the second part, in conformity with an act of the Legislature, passed on the tenth day of April, one thousand eight hundred and thirty-eight, witnesseth,

That the party of the second part, in consideration of the covenants to be performed, and kept, by the party of the first part, as herein after set forth, doth hereby contract to do and perform, all the transportation of persons and freight, upon and over the Salem and Lowell Railroad, and further agrees to grant to the said party of the first part, the use in common, of that part of the Lowell and Lawrence Railroad, which extends from its terminus in Lowell to the junction of the two railroads in Tewks-

bury, and of all depot accommodations and privileges, in Lowell and Tewksbury, appertaining thereto, and to do and perform all the transportation of persons and freight thereon, as well as upon that part of the Essex Railroad, extending from South Danvers to Salem, upon terms and conditions, specified in the following articles, to wit :—

1st. The Salem and Lowell Railroad, and a sufficient equipment therefor, (as per schedule annexed) being now delivered to the Lowell and Lawrence Railroad Company, in good order and condition, in all respects, the said party of the second part shall keep and return the said railroad and equipment, in like order and condition as now delivered, ordinary wear and tear, alone excepted.

2d. The said party of the second part, with the equipment thus furnished by the party of the first part, shall run over the Salem and Lowell Railroad, and over the parts of the Lowell and Lawrence, and of the Essex Railroads, before described, as many passenger and freight trains as shall from time to time be required by the party of the first part, and shall provide therefor all necessary conductors, station agents, freight agents, baggage masters, enginemen, firemen, brakemen, and other hands, to the satisfaction of the party of the first part, it being understood that the party of the first part shall determine the time of running the trains, and shall establish the rate of passenger fares, and of freight, and all regulations and proceedings, in relation to the transportation of passengers and freight, shall be subject to the approbation of the party of the first part.

3d. The said party of the second part shall collect all passage money and freight money, which may become due for the transportation of passengers and freight, under the provisions of this contract, over the Salem and Lowell Railroad, and the parts of the Lowell and Lawrence, and of the Essex Railroad, before described, and shall account for the same to the party of the first part.

4th. The party of the second part shall keep an account of the number of miles run under this contract, of the Salem and Lowell Railroad, and the parts of the Lowell and Lawrence Railroad used in connection therewith, and also of the number of miles run over the Lowell and Lawrence Railroad, by the trains of the party of the second part, and shall likewise keep an account of the cost of operating and keeping in repair, both roads and their equipments, all running expenses and legal demands for damages to be included in such account, the total cost of operating and keeping in repair both roads, with their equipments, shall be divided by the total number of miles run upon both roads, and the average cost per mile, as thus ascertained, shall be the price to be paid by the party of the first part, for every mile run under this contract, for the account of the party of the first part.

5th. In addition to the amount stipulated in the foregoing articles, the party of the first part shall pay to the party of the second part the sum of three thousand dollars (\$3,000 00) per annum, for the use in common of the before described part of the Lowell and Lawrence Railroad, and of the passenger-house, freight-house, car and engine-house, turn-tables, side tracks, and all accommodations and privileges appertaining to the Lowell and Lawrence Railroad, at Lowell.

6th. There shall be a settlement of accounts between the two companies, on the thirtieth day of June, and the thirty-first day of December, in each year, and whatever balance shall be found due from one company to the other, shall be considered as payable in thirty days after such a settlement.

7th. This contract may be dissolved at any time, by mutual consent, and either party shall have the power and right to dissolve it, upon giving six months' notice, in writing, to the other party.

In witness whereof, the said Salem and Lowell Railroad Company, hath caused these presents to be signed by the President and Treasurer, and their corporate seal to be hereto affixed; and the said Lowell and Lawrence Railroad Company hath caused these presents to be signed by a committee duly authorized for that purpose, and their corporate seal to be hereto affixed, in the day and year above written.

WILLIAM LIVINGSTON,
SIDNEY SPALDING,

Committee of Lowell and Lawrence Railroad Company, duly authorized.

Executed and delivered, in presence of

JAMES A. GILLIS.

[Seal.]

[Seal.]

S. C. PHILLIPS,

President of the Salem and Lowell Railroad Company.

Countersigned,

JOHN CLARK,

Treasurer of the Salem and Lowell Railroad.

Witness to J. C.'s signature,

N. B. PERKINS.

A true copy, attest,

ALANSON NICHOLS.

SECOND ANNUAL REPORT

OF THE

SAUGUS BRANCH RAILROAD COMPANY.

*To the Senate and House of Representatives of the Commonwealth of
Massachusetts :—*

The Directors of the Saugus Branch Railroad Company hereby submit their second annual report of their acts and doings under their charter.

At the last session of the Legislature an additional act was obtained, changing the location of some portions of the road. During the past fall, a final survey has been made, and the location filed, as required by law, in the several counties of Suffolk, Middlesex, and Essex. The directors are at present engaged in settling the land-damages upon the route, and have already obtained bonds for a considerable portion of the whole distance. They find that the road can be built and equipped at a very moderate cost, and responsible parties stand ready to commence the work as soon as the directors deem it expedient. Should the subscription to the capital stock be sufficiently increased, the directors intend to commence the work of construction in the ensuing spring. No assessments have yet been laid on the capital stock already subscribed, all expenses having been paid by individual subscriptions.

All which is respectfully submitted.

JOSHUA WEBSTER,
JAMES EATON,
DANIEL P. WISE,
GEORGE PEARSON,
EDWARD APPLETON.

SUFFOLK, ss. *January 3, 1851.* Then personally appeared the above named Joshua Webster, James Eaton, Daniel P. Wise, George Pearson, and Edward Appleton, and made oath that the above report is just and true, according to their best knowledge and belief. Before me,

T. FARRAR, *Justice of the Peace.*

SECOND ANNUAL REPORT
OF THE
SOUTHBRIDGE AND BLACKSTONE RAILROAD
COMPANY.

Since the last report of the corporation the company has been fully organized, and the locating surveys have been partly made, but no location has been filed as yet. The operations of the directors have been delayed in consequence of the financial embarrassments of the Norfolk County Railroad Company. It was originally intended that the Southbridge and Blackstone road should be connected with, and become a part of, the extension of the Norfolk County Railroad, but such have been the embarrassments of the latter company that no definite arrangements for that purpose have yet been made. A further time for the location and construction of our road will be asked of the present Legislature.

H. N. SLATER, *President.*
E. D. AMMIDOWN,
W. FARNUM,
J. C. HURD,
R. O. STORRS.

Boston, January 24, 1851.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. *Boston, January 24, 1851.* Then appeared the within-named Storrs, Slater, Ammidown, Farnum, and Hurd, and severally swore that the within report, by them subscribed, was true. Before me,

JNO. GOLDSBURY, *Justice of the Peace.*

SECOND ANNUAL REPORT

OF THE

SOUTH READING BRANCH RAILROAD
COMPANY.*Return of the S. Reading Branch Railroad, under the Act of May 1, 1849, ch. 191.*

Capital stock, - - - - -		\$200,000 00
Increase of capital since last report, - - - - -		
Capital paid in per last report, - - - - -		
Capital paid in since last report, - - - - -	\$160,206 86	
Total amount of capital stock paid in, - - - - -		160,206 86
Funded debt, per last report, - - - - -		
Funded debt paid since last report, - - - - -		
Funded debt, increase of, since last report, - - - - -		
Total present amount of funded debt, - - - - -		
Floating debt, per last report, - - - - -		
Floating debt paid since last report, - - - - -		
Floating debt, increase of, since last report, - - - - -		
Total present amount of floating debt, - - - - -		59,090 98
Total present amount of funded and floating debt, - - - - -		
Average rate of interest per annum paid during the year, - - - - -	6 per cent.	
Maximum amount of debt for each month during the year, viz. : January, \$ - - - - - ; February, \$ - - - - - ;		
March, \$ - - - - - ; April, \$ - - - - - ; May, \$ - - - - - ;		
June, \$ - - - - - ; July, \$ - - - - - ; August, \$ - - - - - ;		
September, \$ - - - - - ; October, \$57,788 99 ; No-		
vember, \$59,090 98 ; December, \$ - - - - - .		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report, - - - - -		
For graduation and masonry paid during the past year, - - - - -	79,716 79	
Total amount expended for graduation and masonry, - - - - -		79,716 79
For wooden bridges, per last report, - - - - -		
For wooden bridges paid during the past year, - - - - -	579 56	
Total amount expended for wooden bridges, - - - - -		579 56
Total amount expended for iron bridges, (if any,) - - - - -		
For superstructure, including iron, per last report, - - - - -		
For superstructure, including iron, paid during the past year, - - - - -	41,333 21	
Total amount expended for superstructure, including iron, - - - - -		41,333 21
For stations, buildings and fixtures, per last report, - - - - -		
For stations, buildings and fixtures, paid during the past year, - - - - -	7,375 90	
Total amount expended for stations, buildings and fixtures, - - - - -		7,375 90
For land, land-damages and fences, per last report, - - - - -		
For land, land-damages and fences, paid during the past year, - - - - -	27,395 57	

Total amount expended for land, land-damages and fences, - - - - -		\$27,395 57
For locomotives, per last report, - - - - -		
For locomotives, paid during the past year, - - - - -	\$26,560 08	
Total amount expended for locomotives, - - - - -		26,560 08
For passenger and baggage cars, per last report, - - - - -		
For passenger and baggage cars, paid during the past year, - - - - -	11,130 48	
Total amount expended for passenger and baggage cars, - - - - -		11,130 48
For merchandise cars, per last report, - - - - -		
For merchandise cars, paid during the past year, - - - - -	28,082 22	
Total amount expended for merchandise cars, - - - - -		28,082 22
For engineering, per last report, - - - - -		
For engineering, paid during the past year, - - - - -	6,683 97	
Total amount expended for engineering, - - - - -		6,683 97
For agencies and other expenses, per last report, - - - - -		
For agencies and other expenses, paid during the past year, [including part of the salaries,] - - - - -	2,743 55	
Total amount expended for agencies and other expenses, [including part of the salaries,] - - - - -		2,743 55
Total cost of road and equipment, - - - - -		231,601 33

CHARACTERISTICS OF ROAD.

Length of road, - - - - -	8.15 miles.
Length of single main track, - - - - -	8.15 "
Length of double main track, - - - - -	
Length of branches owned by the company, stating whether they have a single or double track, - - - - -	1150 feet—single track.
Aggregate length of sidings and other tracks, excepting main track and branches, - - - - -	1.41 miles.
Weight of rail per yard in main road, - - - - -	60 lbs.
Weight of rail per yard in branch roads, - - - - -	60 lbs.
Specify the different weights per yard, - - - - -	
Maximum grade, with its length in main road, - - - - -	52.8 feet per mile—2200 ft.
Maximum grade, with its length in branch roads, - - - - -	40 " " — 900 ft.
Total rise and fall in main road, - - - - -	155.7 feet rise—81.9 ft. fall.
Total rise and fall in branch roads, - - - - -	5 feet fall.
Shortest radius of curvature, with length of curve in main road, - - - - -	350 ft. rad.—100 ft. length.
Shortest radius of curvature, with length of curve in branch roads, - - - - -	425 ft. rad.—290 ft. length.
Total degrees of curvature in main road, - - - - -	232° 15'.
Total degrees of curvature in branch roads, - - - - -	89° 41'.
Total length of straight line in main road, - - - - -	6.85 miles.
Total length of straight line in branches, - - - - -	578 feet.
Aggregate length of wooden truss bridges, - - - - -	
Aggregate length of all other wooden bridges, - - - - -	326 feet.
Aggregate length of iron bridges, - - - - -	
Whole length of road unfenced on both sides, - - - - -	
Number of public ways crossed at grade, - - - - -	12
Number of railroads crossed at grade, - - - - -	
Remarks, - - - - -	
Way stations for express trains, - - - - -	3
Way stations for accommodation trains, - - - - -	3
Flag stations, - - - - -	
Whole number of way stations, - - - - -	3
Whole number of flag stations, - - - - -	

DOINGS DURING THE THREE MONTHS ENDING NOVEMBER 30, 1850.			
Miles run by passenger trains, - - -	7,868		
Miles run by freight trains, - - -	1,556		
Miles run by other trains, - - -	1,230		
Total miles run, - - -		10,654	
Number of passengers carried in the cars, - -	36,624		
Number of passengers carried one mile, - -	273,100		
Number of tons of merchandise carried in the cars, -	4,729		
Number of tons of merchandise carried one mile, -	31,916		
Number of passengers carried one mile, to and from other roads, - - -	264,365		
Number of tons carried one mile, to and from other roads, - - -	27,667		
Rate of speed adopted for express passenger trains, including stops, - - -			
Average rate of speed actually attained by express passenger trains, including stops and detentions, -		30 miles per hour.	
Rate of speed adopted for accommodation trains, -			
Rate of speed actually attained by accommodation trains, including stops and detentions, - -	27 do do		
Average rate of speed actually attained by special trains, including stops and detentions, - -	15 do do		
Average rate of speed adopted for freight trains, including stops and detentions, - -	15 do do		
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, - -	94,416		
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, - -	24,667		
EXPENDITURES FOR WORKING THE ROAD, [For three months ending Nov. 30, 1850, since it was opened.]			
For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, - -	\$1,021 61		
For repairs of wooden bridges, - - -			
For renewals of iron, including laying down, - -			
For wages of switchmen, av. per mo., \$25 00	Total, 207 60		
For wages of gate-keepers, av. per mo., \$25 00			
For wages of signal men, av. per mo., \$25 00			
For wages of watchmen, av. per mo., \$25 00			
Number of men employed, exclusive of those engaged in construction, - - -	36		
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) -			
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - -	7 96		
Total for maintenance of way, - - -		\$1,237 17	
MOTIVE POWER AND CARS.			
For repairs of locomotives, - - -	234 89		
For new locomotives, to cover depreciation, - -			
For repairs of passenger cars, - - -	123 53		
For new passenger cars, to cover depreciation, -			
For repairs of merchandise cars, - - -	144 90		
For new merchandise cars, to cover depreciation, -			
For repairs of gravel and other cars, - - -	1 31		
Total for maintenance of motive power and cars, -		504 63	
Number of engines, - - -	4		
Number of passenger cars, - - -	5		

Number of baggage cars, - - - -		
Number of merchandise cars, - - - -	90 of four wheels.	
Number of gravel cars, - - - -	12	
MISCELLANEOUS.		
For fuel used by engines during the three months, viz.:		
Wood, [\$1816 61,]	\$1,816 61	
Coal, - - - -		
For oil used by cars and engines, - - - -	293 80	
For waste and other material for cleaning, - - - -	54 76	
For salaries, wages and incidental expenses, chargeable to passenger department, - - - -	974 65	
For salaries, wages and incidental expenses, chargeable to freight department, - - - -	726 88	
For gratuities and damages, - - - -		
For taxes and insurance, - - - -	11 90	
For ferries, - - - -		
For repairs of station buildings, aqueducts, fixtures, furniture, - - - -	14 25	
For interest, [none, except that charged to construction account,] - - - -		
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, - - - -		
For amount paid other companies, as rent for use of their roads, specifying each company, - - - -		
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - - -	570 04	
Total miscellaneous, - - - -		\$4,462 89
Total expenditures for working the road, - - - -		6,204 69
INCOME DURING THE THREE MONTHS.		
<i>For passengers:—</i>		
1. On main road, including branches owned by company, - - - -	7,685 27	
2. To and from other roads, specifying what, [Boston and Maine, and Essex Railroads,] - - - -	7,397 77	
<i>For freight:—</i>		
1. On main road and branches owned by company, - - - -	1,384 85	
2. To and from other connecting roads, - - - -	1,234 82	
U. S. mails, - - - -		
Rents, - - - -	53 75	
Total income, - - - -		9,123 87
Net earnings, after deducting expenses, - - - -	2,919 18	
DIVIDENDS.		
Per cent. Total, - - - -		
Surplus not divided, - - - -		
Surplus last year, - - - -		
Total surplus, - - - -		
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:		
Road and bridges, - - - -		
Buildings, - - - -		
Engines and cars, - - - -		

DAVID PINGREE,
GEO. OSBORNE,
T. P. PINGREE,
THOS. EMERSON,
EDWD. CRANE,
LEWIS ALLEN.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, SS. *January 21, 1851.* Then personally appeared the said David Pingree, George Osborne, T. P. Pingree, Thomas Emerson, Edward Crane, and Lewis Allen, and made oath that the foregoing report, by them subscribed, is true, according to the best of their knowledge and belief. Before me, STEPHEN P. WEBB, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. *January* 20, 1851. Then personally appeared the said Thomas Emerson, and made oath that the foregoing report, by him subscribed, is true, according to the best of his knowledge and belief.

Before me, LILLEY EATON, *Justice of the Peace.*

SUFFOLK, ss. *January 21, 1851.* Then personally appeared the above named Edward Crane, and made oath that the foregoing report, by him subscribed, is true, according to the best of his knowledge and belief.

Before me, T. FARRAR, *Justice of the Peace.*

FIFTH ANNUAL REPORT

OF THE

SOUTH SHORE RAILROAD COMPANY.

Return of the South Shore Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock, - - - - -		\$600,000 00
Increase of capital since last report, - - - - -		
Capital paid in per last report, - - - - -	\$153,580 00	
Capital paid in since last report, - - - - -	101,420 00	
Total amount of capital stock paid in, - - - - -		255,000 00
Funded debt, per last report, - - - - -	6,500 00	
Funded debt, paid since last report, - - - - -		
Funded debt, increase of, since last report, - - - - -	127,400 00	
Total present amount of funded debt, - - - - -		133,900 00
Floating debt, per last report, - - - - -	213,579 50	
Floating debt, paid since last report, - - - - -	192,049 64	
Floating debt, increase of, since last report, - - - - -		
Total present amount of floating debt, - - - - -		21,529 86
Total present amount of funded and floating debt, - - - - -		155,429 86
Average rate of interest per annum paid during the year, - - - - -	7 $\frac{1}{2}$	
Maximum amount of debt for each month during the year, viz.: January, \$216,945 36; February, \$222,045 36; March, \$191,845 41; April, \$192,683 36; May, \$194,687 80; June, \$203,979 31; July, \$206,636 41; August, \$210,486 41; September, \$211,186 41; October, \$213,914 82; November, \$30,366 82; December, \$21,529 86.		

COST OF ROAD AND EQUIPMENT.

For graduation and masonry, per last report, - - - - -	115,334 29	
For graduation and masonry paid during the past year, - - - - -	9,423 66	
Total amount expended for graduation and masonry, - - - - -		124,757 95
For wooden bridges, per last report, - - - - -	12,657 86	
For wooden bridges paid during the past year, - - - - -		
Total amount expended for wooden bridges, - - - - -		12,657 86
Total amount expended for iron bridges, (if any,) - - - - -		
For superstructure, including iron, per last report, - - - - -	81,895 61	
For superstructure, including iron, paid during the past year, - - - - -		
Total amount expended for superstructure, including iron, - - - - -		81,895 61
For stations, buildings and fixtures, per last report, - - - - -	26,129 40	
For stations, buildings and fixtures, paid during the past year, - - - - -		
Total amount expended for stations, buildings and fixtures, - - - - -		26,129 40
For land, land-damages and fences, per last report, - - - - -	63,436 06	

For land, land-damages and fences, paid during the past year, - - - - -	\$19,123 47	
Total amount expended for land, land-damages and fences, - - - - -		\$82,559 53
For locomotives, per last report, - - - - -		
For locomotives, paid during the past year, - - - - -		
Total amount expended for locomotives, - - - - -		
For passenger and baggage cars, per last report, - - - - -		
For passenger and baggage cars, paid during the past year, - - - - -		
Total amount expended for passenger and baggage cars, - - - - -		
For merchandise cars, per last report, - - - - -		
For merchandise cars, paid during the past year, - - - - -		
Total amount expended for merchandise cars, - - - - -		
For engineering, per last report, - - - - -	\$12,928 52	
For engineering, paid during the past year, - - - - -	224 29	
Total amount expended for engineering, - - - - -		13,152 81
For agencies and other expenses, per last report, - - - - -	61,234 42	
For agencies and other expenses, paid during the past year, - - - - -	18,046 45	
Total amount expended for agencies and other expenses, - - - - -		79,280 87
Total cost of road and equipment, - - - - -		\$420,434 03

CHARACTERISTICS OF ROAD.

Length of road, - - - - -	11.5 miles.
Length of single main track, - - - - -	11.5 do
Length of double main track, - - - - -	
Length of branches owned by the company, stating whether they have a single or double track, - - - - -	
Aggregate length of sidings and other tracks, excepting main track and branches, - - - - -	
Weight of rail per yard in main road, - - - - -	52 lbs.
Weight of rail per yard in branch roads, - - - - -	
Specify the different weights per yard, - - - - -	
Maximum grade, with its length in main road, - - - - -	34 85-100 ft. for 3½ miles.
Maximum grade, with its length in branch roads, - - - - -	
Total rise and fall in main road, - - - - -	259 4-10 feet.
Total rise and fall in branch roads, - - - - -	
Shortest radius of curvature, with length of curve in main road, - - - - -	477½ ft. for 697 ft. at junction with O. C. R. R.
Shortest radius of curvature, with length of curve in branch roads, - - - - -	
Total degrees of curvature in main road, - - - - -	704° 42'.
Total degrees of curvature in branch roads, - - - - -	
Total length of straight line in main road, - - - - -	7 8-10 miles.
Total length of straight line in branches, - - - - -	
Aggregate length of wooden truss bridges, - - - - -	
Aggregate length of all other wooden bridges, - - - - -	
Aggregate length of iron bridges, - - - - -	
Whole length of road unfenced on both sides, - - - - -	
Number of public ways crossed at grade, - - - - -	
Number of railroads crossed at grade, - - - - -	
Remarks, - - - - -	
Way stations for express trains, - - - - -	
Way stations for accommodation trains, - - - - -	
Flag stations, - - - - -	

Whole number of way stations,	-	-	-
Whole number of flag stations,	-	-	-

DOINGS DURING THE YEAR.

Miles run by passenger trains,	-	-	-
Miles run by freight trains,	-	-	-
Miles run by other trains,	-	-	-
Total miles run,	-	-	-
Number of passengers carried in the cars,	-	-	-
Number of passengers carried one mile,	-	-	-
Number of tons of merchandise carried in the cars,	-	-	-
Number of tons of merchandise carried one mile,	-	-	-
Number of passengers carried one mile, to and from other roads,	-	-	-
Number of tons carried one mile, to and from other roads,	-	-	-
Rate of speed adopted for express passenger trains, including stops,	-	-	-
Average rate of speed actually attained by express passenger trains, including stops and detentions,	-	-	-
Rate of speed adopted for accommodation trains,	-	-	-
Rate of speed actually attained by accommodation trains, including stops and detentions,	-	-	-
Average rate of speed actually attained by special trains, including stops and detentions,	-	-	-
Average rate of speed adopted for freight trains, including stops and detentions,	-	-	-
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile,	-	-	-
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,	-	-	-

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	-	-	-
For repairs of wooden bridges,	-	-	-
For renewals of iron, including laying down,	-	-	-
For wages of switchmen, av. per mo. \$	-	-	-
For wages of gate-keepers, av. per mo. \$	-	-	-
For wages of signal-men, av. per mo. \$	-	-	-
For wages of watchmen, av. per mo. \$	-	-	-
Number of men employed, exclusive of those engaged in construction,	-	-	-
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam power used.)	-	-	-
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	-	-	-
Total for maintenance of way,	-	-	-

Total.

MOTIVE POWER AND CARS.

For repairs of locomotives,	-	-	-
For new locomotives to cover depreciation,	-	-	-
For repairs of passenger cars,	-	-	-
For new passenger cars to cover depreciation,	-	-	-
For repairs of merchandise cars,	-	-	-
For new merchandise cars, to cover depreciation,	-	-	-
For repairs of gravel and other cars,	-	-	-
Total for maintenance of motive power and cars,	-	-	-
Number of engines,	-	-	-

Number of passenger cars,	-	-	-
Number of baggage cars, -	-	-	-
Number of merchandise cars,	-	-	-
Number of gravel cars, -	-	-	-

MISCELLANEOUS.

For fuel used by engines during the year, viz.,	-	-	-
Wood, -	-	-	-
Coal, -	-	-	-
For oil used by cars and engines, -	-	-	-
For waste and other material for cleaning, -	-	-	-
For salaries, wages and incidental expenses, chargeable to passenger department, -	-	-	-
For salaries, wages and incidental expenses, chargeable to freight department, -	-	-	-
For gratuities and damages, -	-	-	-
For taxes and insurance, -	-	-	-
For ferries, -	-	-	-
For repairs of station buildings, aqueducts, fixtures, furniture, -	-	-	-
For interest, -	-	-	-
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, -	-	-	-
For amount paid other companies as rent for use of their roads, specifying each company, -	-	-	-
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, -	-	-	-
Total miscellaneous, -	-	-	-
Total expenditures for working the road, -	-	-	-

INCOME DURING THE YEAR.

For passengers:—

1. On main road, including branches owned by company, -
2. To and from other roads, specifying what, -

For freight:—

1. On main road and branches owned by company, -
2. To and from other connecting roads, -

U. S. Mails, -	-	-	-
Rents, -	-	-	-
Total income, -	-	-	-
Net earnings, after deducting expenses, -	-	-	-

DIVIDENDS.

Per cent. Total, -	-	-	-
Surplus not divided, -	-	-	-
Surplus last year, -	-	-	-
Total surplus, -	-	-	-

ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.

Road and bridges, -	-	-	-
Buildings, -	-	-	-
Engines and cars, -	-	-	-

NOTE. This branch is under lease to the Old Colony Railroad Corporation, and has been since it was made ready for equipment, in January, 1849 ; it was then furnished and equipped by that corporation, and has since been run by it, the lease taking effect on the 1st of April, 1849, therefore some of the information, called for above, cannot be furnished by us ; but it will, doubtless, be furnished by the report from that corporation. The terms of the lease are set forth, in full, in the Annual Reports of Railroad Corporations, to Senate, for 1847, page 123.

ALFRED C. HERSEY,
ELLIOT L. WHITE,
JOHN W. LOUD,
WM. HUMPHREY,
LABAN SOUTHER,

Directors of the South Shore Railroad.

Boston, January, 1851.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. *January 31, 1851.*

Subscribed, and sworn to, before me,

ROBERT MORRIS, *Justice of the Peace.*

THIRD ANNUAL REPORT

OF THE

STOCKBRIDGE AND PITTSFIELD RAILROAD
CORPORATION.

*Return of the Stockbridge and Pittsfield Railroad, under the Act of May 1, 1849,
chap. 191.*

Capital stock, - - - - -	\$448,700 00
Increase of capital since last report, - - -	None.
Capital paid in per last report, - - -	
Capital paid in since last report, - - -	
Total amount of capital stock paid in, - - -	\$448,700 00
Funded debt, per last report, - - -	None.
Funded debt paid since last report, - - -	
Funded debt, increase of, since last report, - - -	
Total present amount of funded debt, - - -	None.
Floating debt, per last report, - - -	
Floating debt paid since last report, - - -	
Floating debt, increase of, since last report, - - -	
Total present amount of floating debt, - - -	None.
Total present amount of funded and floating debt, - - -	
Average rate of interest per annum paid during the year, - - - - -	This road has been leased to the Housatonic Railroad Company. See copy of lease and contract of transportation, hereto annexed as part of this report.
Maximum amount of debt for each month during the year, viz.: January, \$ - - - ; February, \$ - - - ; March, \$ - - - ; April, \$ - - - ; May, \$ - - - ; June, \$ - - - ; July, \$ - - - ; August, \$ - - - ; September, \$ - - - ; October, \$ - - - ; November, \$ - - - ; December, \$ - - - .	
COST OF ROAD AND EQUIPMENT.	
For graduation and masonry, per last report, - - -	
For graduation and masonry paid during the past year, - - -	154,263 00
Total amount expended for graduation and masonry, - - -	
For wooden bridges, per last report, - - -	
For wooden bridges paid during the past year, - - -	8,489 00
Total amount expended for wooden bridges, - - -	None.
Total amount expended for iron bridges, (if any,) - - -	
For superstructure, including iron, per last report, - - -	
For superstructure, including iron, paid during the past year, - - - - -	
Total amount expended for superstructure, including iron, - - - - -	163,413 00
For stations, buildings and fixtures, per last report, - - -	
For stations, buildings and fixtures, paid during the past year, - - - - -	
Total amount expended for stations, buildings and fixtures, - - - - -	30,700 00

For land, land-damages and fences, per last report,	
For land, land-damages and fences, paid during the past year,	\$70,000 00
Total amount expended for land, land-damages and fences,	
For locomotives, per last report,	
For locomotives, paid during the past year,	
Total amount expended for locomotives,	
For passenger and baggage cars, per last report,	
For passenger and baggage cars, paid during the past year,	
Total am't expended for passenger and baggage cars,	4,100 00
For merchandise cars, per last report,	
For merchandise cars, paid during the past year,	
Total amount expended for merchandise cars,	
For engineering, per last report,	
For engineering, paid during the past year,	
Total amount expended for engineering,	8,000 00
For agencies and other expenses, per last report,	
For agencies and other expenses, paid during the past year,	
Total amount expended for agencies and other expenses,	9,735 00
Total cost of road and equipment,	\$448,700 00

CHARACTERISTICS OF ROAD.

Length of road,	21 93-100 miles.
Length of single main track,	Same.
Length of double main track,	None, except turnouts.
Length of branches owned by the company, stating whether they have a single or double track,	None.
Aggregate length of sidings and other tracks, excepting main track and branches,	
Weight of rail per yard in main road,	Part 56 lbs. and part 60 lbs.
Weight of rail per yard in branch roads,	
Specify the different weights per yard,	
Maximum grade, with its length in main road,	40 feet—92-100 mile.
Maximum grade, with its length in branch roads,	
Total rise and fall in main road,	362 feet rise and 98 ft. fall.
Total rise and fall in branch roads,	
Shortest radius of curvature, with length of curve in main road,	515 ft.—858 ft. in length.
Shortest radius of curvature, with length of curve in branch roads,	
Total degrees of curvature in main road,	2011 deg.
Total degrees of curvature in branch roads,	
Total length of straight line in main road,	11 46-100 miles.
Total length of straight line in branches,	
Aggregate length of wooden truss bridges,	94.02
Aggregate length of all other wooden bridges,	
Aggregate length of iron bridges,	
Whole length of road unfenced on both sides,	About five miles.
Number of public ways crossed at grade,	21
Number of railroads crossed at grade,	
Remarks,	
Way stations for express trains,	
Way stations for accommodation trains,	
Flag stations,	
Whole number of way stations,	8
Whole number of flag stations,	

DOINGS DURING THE YEAR.

Miles run by passenger trains,	-	-	-
Miles run by freight trains,	-	-	-
Miles run by other trains,	-	-	-
Total miles run,	-	-	-
Number of passengers carried in the cars,	-	-	-
Number of passengers carried one mile,	-	-	-
Number of tons of merchandise carried in the cars,	-	-	-
Number of tons of merchandise carried one mile,	-	-	-
Number of passengers carried one mile, to and from other roads,	-	-	-
Number of tons carried one mile, to and from other roads,	-	-	-
Rate of speed adopted for express passenger trains, including stops,	-	-	-
Average rate of speed actually attained by express passenger trains, including stops and detentions,	-	-	-
Rate of speed adopted for accommodation trains,	-	-	-
Rate of speed actually attained by accommodation trains, including stops and detentions,	-	-	-
Average rate of speed actually attained by special trains, including stops and detentions,	-	-	-
Average rate of speed adopted for freight trains, including stops and detentions,	-	-	-
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile,	-	-	-
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,	-	-	-

22 miles per hour.

11 miles per hour.

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron,	-	-	-
For repairs of wooden bridges,	-	-	-
For renewals of iron, including laying down,	-	-	-
For wages of switchmen, av. per mo., \$	-	-	-
For wages of gate-keepers, av. per mo., \$	-	-	-
For wages of signal men, av. per mo., \$	-	-	-
For wages of watchmen, av. per mo., \$	-	-	-
Number of men employed exclusive of those engaged in construction,	-	-	-
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam power used,)	-	-	-
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	-	-	-
Total for maintenance of way,	-	-	-

See contract annexed.

Total,

MOTIVE POWER AND CARS.

For repairs of locomotives,	-	-	-
For new locomotives, to cover depreciation,	-	-	-
For repairs of passenger cars,	-	-	-
For new passenger cars, to cover depreciation,	-	-	-
For repairs of merchandise cars,	-	-	-
For new merchandise cars, to cover depreciation,	-	-	-
For repairs of gravel and other cars,	-	-	-
Total for maintenance of motive power and cars,	-	-	-
Number of engines,	-	-	-
Number of passenger cars,	-	-	-
Number of baggage cars,	-	-	-
Number of merchandise cars,	-	-	-
Number of gravel cars,	-	-	-

See contract annexed.

MISCELLANEOUS.			
For fuel used by engines during the year, viz.,	-	-	See contract annexed.
Wood, -	-	-	-
Coal, -	-	-	-
For oil used by cars and engines, -	-	-	-
For waste and other material for cleaning, -	-	-	-
For salaries, wages and incidental expenses, charge-	-	-	-
able to passenger department, -	-	-	-
For salaries, wages and incidental expenses, charge-	-	-	-
able to freight department, -	-	-	-
For gratuities and damages, -	-	-	-
For taxes and insurance, -	-	-	-
For ferries, -	-	-	-
For repairs of station buildings, aqueducts, fixtures,	-	-	-
furniture, -	-	-	-
For interest, -	-	-	-
For amount paid other companies, in tolls for pas-	-	-	-
sengers, and freight carried on their roads, speci-	-	-	-
fying each company, -	-	-	-
For amount paid other companies as rent for use of	-	-	-
their roads, specifying each company, -	-	-	-
For salaries of president, treasurer, superintendent,	-	-	-
law expenses, office expenses of the above offices,	-	-	-
and all other expenses not included in any of the	-	-	-
foregoing items, -	-	-	-
Total miscellaneous, -	-	-	-
Total expenditures for working the road, -	-	-	-
INCOME DURING THE YEAR.			
<i>For passengers:—</i>			
1. On main road, including branches owned by	-	-	-
company, -	-	-	-
2. To and from other roads, specifying what, -	-	-	-
<i>For freight:—</i>			
1. On main road and branches owned by company,	-	-	-
2. To and from other connecting roads, -	-	-	-
U. S. mails, -	-	-	-
Rents, -	-	-	-
Total income, -	-	-	\$31,409 00
Net earnings, after deducting expenses, -	-	-	-
DIVIDENDS.			
7 per cent. Total, -	-	-	31,409 00
Surplus not divided, -	-	-	-
Surplus last year, -	-	-	-
Total surplus, -	-	-	-
Dividends payable semi-annually.			
ESTIMATED DEPRECIATION BEYOND THE RENEW-			
ALS, VIZ.			
Road and bridges, -	-	-	-
Buildings, -	-	-	-
Engines and cars, -	-	-	-

As this road is operated by the Housatonic Railroad Company, under the lease and contract annexed, that company making all repairs and renewals, and keeping all accounts in relation to the same, and to the running of the road, the directors are unable to make a more definite return.

SAMUEL A. HULBUT,
HARRISON GARFIELD,
D. R. WILLIAMS,
GEO. W. PLATNER,

Directors of the Stockbridge and Pittsfield R. R. Co.

SUFFOLK, SS. *January 30, 1851.* Then personally appeared Harrison Garfield, and made oath that the foregoing report, by him subscribed, is true, according to his best knowledge and belief. Before me,

C. W. LOVETT, *Justice of the Peace.*

BERKSHIRE, SS. *Lee, January 27, 1851.* Then personally appeared Samuel A. Hulbut and George W. Platner, and made oath that the foregoing report, by them subscribed, is true, according to their best knowledge and belief. Before me,

WILLIAM PORTER, *Justice of the Peace.*

BERKSHIRE, SS. *Stockbridge, January 23, 1851.* Then personally appeared Daniel R. Williams, and made oath that the foregoing report, by him subscribed, is true, according to his best knowledge and belief.

Before me, J. Z. GOODRICH, *Justice of the Peace.*

Article of Indenture and Contract of Transportation, made this twenty-fifth day of January, in the year one thousand eight hundred and fifty, by and between the Stockbridge and Pittsfield Railroad Corporation, a corporation established in Massachusetts, of the first part, and the Housatonic Railroad Corporation, a corporation established in Connecticut, of the second part,—witnesseth,

That whereas the said Stockbridge and Pittsfield Railroad has been constructed under their charter, from a point in the line of the Western Railroad, near the village of Pittsfield, through the towns of Lenox, Lee, and Stockbridge, to a point in a line of the Berkshire Railroad, in the town of Great Barrington; and whereas the said Housatonic Railroad now control, operate and manage the said Berkshire Railroad, under a contract of transportation, entered into with said Berkshire Railroad, and it is for the interest of said Housatonic Railroad to operate and use the said Stockbridge and Pittsfield Railroad, in connection with their own, so as to make a continuous line of railroad communication, from Pittsfield to Bridgeport; and whereas the said Stockbridge and Pittsfield Railroad is

now completed, at a cost of four hundred thirty-eight thousand six hundred dollars, to the acceptance and satisfaction of said Housatonic Railroad Company, and since the first day of January, 1850, has been operated and used by said Housatonic Railroad Company. Now in order to enable said Housatonic Company to use and operate said Stockbridge and Pittsfield Railroad, for all purposes necessary for the transportation of persons and freight, upon and over said railroad, and so that the said Stockbridge and Pittsfield Railroad, and the road of said Housatonic Company, may be operated together as one road, the said Stockbridge and Pittsfield Railroad Company, hereby grant, lease and demise, to said Housatonic Railroad Company, the said Stockbridge and Pittsfield Railroad, subject, however, to all such restrictions and liabilities, as are or may be imposed upon the said Stockbridge and Pittsfield Railroad Company, by the Legislature of Massachusetts, or by the legal authorities of the State of Massachusetts, and subject, also, to such other terms and conditions as are herein recited; and the said Housatonic Railroad Company shall and may possess, use and operate said Stockbridge and Pittsfield Railroad, together with all the lands, property, buildings, rights, privileges, and franchises, thereto appertaining and belonging, or that hereafter may appertain or belong to said road, as fully and completely as the said party of the first part might or could do under its charter, to have and to hold the said railroad, and all and singular the premises, unto the said party of the second part, perpetually, from the first day of January, 1850, for and during the full term of the continuance of the charter of the said party of the first part, and any renewals or extensions of the same, and as fully and freely, to all intents and purposes, as the said party of the first part might or could have, enjoy, use or operate the same, under its charter. And furthermore, the said party of the first part shall, during the continuance of this lease, do all things in its power to maintain the organization of said Stockbridge and Pittsfield Railroad Company, choose all needful officers, keep all proper records, make all needful reports, hold all necessary meetings, pass such votes, and do all such acts as may be necessary and proper, in order to enable said party of said second part, to carry into full effect the objects and intentions of this indenture, and, on reasonable demand, give such other assurances as may be necessary therefor.

And the said party of the second part, hereby covenant with said party of the first part, that during the term in which the provisions of this indenture shall be in force, it will keep and maintain said Stockbridge and Pittsfield Railroad, and all the premises therewith connected, or thereto appertaining and belonging, in good repair; and will conform to and comply with all the regulations and restrictions, that may hereafter be im-

posed on said party of the first part, by the Legislature, or other legal authority of the State of Massachusetts, in operating said Stockbridge and Pittsfield Railroad.

And said party of the second part, further covenant and agree, that said party of the second part shall be liable for and pay to the said party of the first part, all damages, losses, costs and trouble, that may, in any way happen unto said party of the first part, by means of any accidents, defaults, negligence, or wilful acts or omissions of the said Housatonic Railroad Company, during the continuance of said lease, and will hold the said party of the first part harmless, and indemnified from all claims that may be legally made on said party of the first part, for damages occasioned by any accident on said Stockbridge and Pittsfield Railroad, while in the possession of said party of the second part.

And said party of the second part shall annually make all such returns and specifications to the directors of the Stockbridge and Pittsfield Railroad Company, as said directors may require, in order to enable them to make all proper reports to the Legislature of Massachusetts. And furthermore, said party of the second part covenant with said party of the first part to pay to said party of the first part, as a rent or compensation for the premises under this contract, the sum of seven per cent. per annum, on the cost of said Stockbridge and Pittsfield Railroad; that is to say, the sum of thirty thousand seven hundred and two dollars, annually, from the first of January last past, and to pay said rent semi-annually, to the treasurer of the Stockbridge and Pittsfield Railroad Company, or to each individual stockholder of the Stockbridge and Pittsfield Railroad Corporation, the proportionate share of the above rent coming to such stockholders as may hereafter be determined, on being furnished a list of stockholders in said Stockbridge and Pittsfield Railroad, one half of said rent or compensation to be paid on the first day of January, and one half on the first day of July, in each and every year, during the continuation of this lease, or contract of transportation; and on failure of said party of the second part to pay said rent or compensation, for the space of ten days after it shall have become due, and has been demanded, or in failure to maintain said Stockbridge and Pittsfield Railroad in good repair, and the premises and buildings appurtenant, in good order and condition, after reasonable notice of any disrepair or defect in said road, or of the premises or property therewith connected; or, on failure, after due and reasonable notice to pay to said party of the first part, all damages that may happen on said road as aforesaid, then this indenture, if the party of the first part shall so elect, shall be terminated, and said party of the first part shall have the right to reënter and possess itself of all and singular the premises above mentioned, and said party of the

second part shall be liable to said party of the first part, for all damage occasioned by the breach of this contract.

And said party of the second part is hereby authorized to use the name of the party of the first part, without expense to the party of the first part, in prosecuting or defending suits at law, or in equity, relating to the premises.

And said party of the second part, also agrees, whenever it can legally be done, upon the request of said party of the first part, the treasurer of said Housatonic Railroad, for the time being, shall act as the transfer agent, and shall take charge of the stock books of said Stockbridge and Pittsfield Railroad, to be paid for his services by the party of the second part ; and the party of the second part shall then endorse upon the certificates of stock that may have been issued by said party of the first part, not exceeding the cost of said road above mentioned, an agreement, or guarantee, on their part, to pay to the several stockholders seven per cent. per annum, payable semi-annually, on the amount of said stock, such payment to be made at the office of the treasurer of said Housatonic Railroad. And it is further agreed, that if, at any time hereafter, said party of the second part shall desire an issue of the stock of the Stockbridge and Pittsfield Railroad Corporation, for the purpose of furnishing an equipment of engines and cars, to be used by the party of the second part, upon the road herein leased, and upon the road of the party of the second part, said party of the first part shall issue its stock for that purpose, to an amount not exceeding, in addition to the present stock of said Stockbridge and Pittsfield Railroad, the whole amount of the capital stock of said Stockbridge and Pittsfield Railroad, and deliver the same to the said party of the second part, who shall invest the same at par, in the purchase of cars and engines, in the name of said party of the first part, which cars and engines shall then be leased, perpetually subject to the above conditions, to the said party of the second part, to be used upon both said roads, and to be kept in good repair, at all times, by said party of the second part, who hereby covenant to replace them, as they become unserviceable, with new ones of the same value, so that the stock of cars and engines they purchase, shall at all times be kept good, and of value equal to that when first purchased ; said party of the second part paying to said party of the first part, in the manner above specified, the additional rent of seven per cent. per annum, on all the stock so as aforesaid issued by said Stockbridge and Pittsfield Railroad, for the purchase of said engines and cars.

And it is further stipulated and agreed, that if, at any time hereafter, any alteration or additional construction of said Stockbridge and Pittsfield Railroad Corporation should be required by the Legislature, or other legal

authority of Massachusetts, to secure the safety of the public at road crossings, or elsewhere ; or if, at any time hereafter, the said Housatonic Railroad should desire to improve the construction of said Stockbridge and Pittsfield Railroad, the said Stockbridge and Pittsfield Railroad Company shall issue their stock for the amount of the expense of said alteration, or additional construction, upon which, when issued, the Housatonic Railroad agree to pay a further additional rent of seven per cent. per annum, in the manner above specified, on the stock so issued.

In witness whereof, this instrument, and one other of even tenor and date is executed, in behalf of the Stockbridge and Pittsfield Railroad Corporation, by Samuel A. Hulbut, president of said corporation, thereto duly authorized, by a vote of the directors of said corporation ; and in behalf of said Housatonic Corporation, by Wm. P. Burrall, president, duly authorized by a vote of the directors of the said corporation, and the respective seals of said Railroad Corporations are hereto affixed.

SAMUEL A. HULBUT, [L. s.]
President S. and P. R. R.

Housatonic Railroad Company, by

WM. P. BURRALL, *President.* [L. s.]

Witnesses present,

J. B. CALHOON,

E. S. ABERNETHY.

STATE OF CONNECTICUT.

FAIRFIELD COUNTY, ss. *Bridgeport, January 26, 1850.* Personally appeared the above named Samuel A. Hulbut, president of the Stockbridge and Pittsfield Railroad Corporation, and William P. Burrall, president of the Housatonic Railroad Company, and severally acknowledged the foregoing instrument to be the free act and deed of said corporations, respectively. Before me,

ELISHA S. ABERNETHY, *Justice of the Peace.*

Whereas, under a contract of transportation, entered into between the Stockbridge and Pittsfield Railroad Corporation and the Housatonic Railroad Corporation, signed and executed on the twenty-fifth day of January, 1850, by which the said Housatonic Railroad Company contracts to operate the said Stockbridge and Pittsfield Railroad, and pay for the use of said road the sum of seven per cent. per annum on the cost of said road ; and it is provided in said contract that said Stockbridge and Pittsfield Railroad Company, shall, at the request of said Housatonic Railroad Com-

pany, issue its stock, for the purpose of furnishing an equipment of engines and cars, to be used upon both said railroads; said stock to be issued according to the stipulations contained in said contract, reference being hereby had to the stipulations in said contract.

And whereas, two passenger cars have been purchased, under said agreement, as a part of the equipment of said Stockbridge and Pittsfield Railroad, at a cost of forty-one hundred dollars, for which sum the said Stockbridge and Pittsfield Railroad Corporation have issued their stock to said Housatonic Railroad Corporation.

Now, the said Stockbridge and Pittsfield Railroad Corporation leases said cars to the Housatonic Railroad Corporation, upon the terms and conditions named in said contract of transportation. And said Housatonic Railroad Corporation agree to pay for the use of said cars a rent of seven per cent. per annum on the cost of said cars, in addition to the rent stipulated to be paid in said contract of transportation, and in the manner therein stipulated. And whereas, furthermore, it has been found that additional facilities for procuring water on the line of said Stockbridge and Pittsfield Railroad, and an additional turn-out track have been necessary; and said Stockbridge and Pittsfield Railroad Company have, at the request of said Housatonic Company, paid to procure such additional facilities and additional track, the sum of six thousand dollars, in addition to the cost of said road, as named in said contract of transportation, and have issued their stock therefor.

It is further agreed by said Housatonic Railroad Company, that they will pay as rent for the use of said Stockbridge and Pittsfield Railroad, in addition to the rent above named, and the rent named in said contract of transportation, and in the manner stipulated in said contract of transportation, a rent of seven per cent. per annum, on the said sum of six thousand dollars.

In witness whereof, this instrument, and one other of even tenor and date, is executed in behalf of the Stockbridge and Pittsfield Railroad Corporation, by Samuel A. Hulbut, president of said corporation, thereto duly authorized, by a vote of the directors of said corporation; and in behalf of said Housatonic Corporation, by Wm. P. Burrall, president, duly authorized by a vote of the directors of said corporation, and the respective seals of said Railroad Corporation are hereunto affixed, this 25th day of January, 1850.

SAMUEL A. HULBUT, [L. s.]

President S. and P. R. R.

Housatonic Railroad Company, by

WM. P. BURRALL, *President.* [L. s.]

A true copy,—attest,

J. Z. GOODRICH, *Clerk S. and P. R. R. Co.*

FOURTH ANNUAL REPORT

OF THE

STONY BROOK RAILROAD CORPORATION.

*Return of the Stony Brook Railroad, under the Act of May 1, 1849, ch. 191.**From November 1, 1849, to November 1, 1850.*

Capital stock, [by charter, \$300,000 ; by vote, \$275,- 000 ; stock issued, - - - - -		\$266,900 00
Increase of capital since last report, - - - - -	Nothing.	
Capital paid in per last report, - - - - -	\$241,828 00	
Capital paid in since last report, - - - - -	25,072 00	
Total amount of capital stock paid in, - - - - -		266,900 00
Funded debt, per last report, - - - - -	None.	
Funded debt paid since last report, - - - - -	None.	
Funded debt, increase of, since last report, - - - - -	None.	
Total present amount of funded debt, - - - - -	None.	
Floating debt, per last report, - - - - -	20,854 63	
Floating debt paid since last report, - - - - -	20,854 63	
Floating debt, increase of, since last report, - - - - -	None.	
Total present amount of floating debt, - - - - -	None.	
Total present amount of funded and floating debt, - - - - -	None.	
Average rate of interest per annum paid during the year, - - - - -	6 per cent.	
Maximum amount of debt for each month during the year, viz.: January, \$17,441 63 ; February, \$16,641 63 ; March, \$12,891 63 ; April, \$2,750 ; May, \$1,000 ; June, nothing ; July, nothing ; August, nothing ; September, nothing ; October, nothing ; November, nothing ; December, nothing.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report, - - - - -	82,137 30	
For graduation and masonry paid during the past year, - - - - -	746 42	
Total amount expended for graduation and masonry, - - - - -		82,883 72
For wooden bridges, per last report, - - - - -	3,600 03	
For wooden bridges paid during the past year, - - - - -	Nothing.	
Total amount expended for wooden bridges, - - - - -		3,600 03
Total amount expended for iron bridges, (if any,) - - - - -	Nothing.	
For superstructure, including iron, per last report, - - - - -	118,205 54	
For superstructure, including iron, paid during the past year, - - - - -	404 01	
Total amount expended for superstructure, including iron, [\$412 50 received for materials sold,] - - - - -		118,197 05
For stations, buildings and fixtures, per last report, - - - - -	11,426 06	
For stations, buildings and fixtures, paid during the past year, - - - - -	28 45	
Total amount expended for stations, buildings and fixtures, - - - - -		11,454 51
For land, land-damages and fences, per last report, - - - - -	24,334 70	
For land, land-damages and fences, paid during the past year, - - - - -	1,008 56	

Total amount expended for land, land-damages and fences, - - - - -		\$25,343 26
For locomotives, per last report, - - -	Nothing.	
For locomotives, paid during the past year, -	Nothing.	
Total amount expended for locomotives, - -		Nothing.
For passenger and baggage cars, per last report, -	Nothing.	
For passenger and baggage cars, paid during the past year, - - - - -	Nothing.	
Total amount expended for passenger and baggage cars, - - - - -		Nothing.
For merchandise cars, per last report, - - -	Nothing.	
For merchandise cars, paid during the past year, -	Nothing.	
Total amount expended for merchandise cars, -		Nothing.
For engineering, per last report, - - -	\$7,806 74	
For engineering, paid during the past year, -	442 98	
Total amount expended for engineering, - -		8,249 72
For agencies and other expenses, per last report, -	15,045 94	
For agencies and other expenses, paid during the past year, - - - - -	752 50	
Total amount expended for agencies and other expenses, - - - - -		15,798 44
Total cost of road and equipment, - - -		265,526 73

CHARACTERISTICS OF ROAD.

Length of road, - - - - -	13 16-100 miles.
Length of single main track, - - - - -	13 16-100 miles.
Length of double main track, - - - - -	But one track.
Length of branches owned by the company, stating whether they have a single or double track, -	No branches.
Aggregate length of sidings and other tracks, excepting main track and branches, - - -	
Weight of rail per yard in main road, - - -	56 lbs.
Weight of rail per yard in branch roads, - -	Nothing.
Specify the different weights per yard, - - -	No difference.
Maximum grade, with its length in main road, -	39 60-100 and 1 36-100
Maximum grade, with its length in branch roads, -	Nothing. [miles.]
Total rise and fall in main road, - - -	207 59-100 feet.
Total rise and fall in branch roads, - - -	Nothing.
Shortest radius of curvature, with length of curve in main road, - - - - -	955—23-100 miles.
Shortest radius of curvature, with length of curve in branch roads, - - - - -	Nothing.
Total degrees of curvature in main road, - -	612
Total degrees of curvature in branch roads, -	Nothing.
Total length of straight line in main road, -	8 59-100.
Total length of straight line in branches, - -	Nothing.
Aggregate length of wooden truss bridges, - -	None.
Aggregate length of all other wooden bridges, -	510 feet.
Aggregate length of iron bridges, - - -	Nothing.
Whole length of road unfenced on both sides, -	Fences are finished.
Number of public ways crossed at grade, - - -	13
Number of railroads crossed at grade, - - -	1
Remarks. [The Peterborough and Shirley Railroad intersects with and crosses the Stony Brook Railroad, at the Groton Junction. Passenger trains do not use the crossing, and engines but rarely.]	
Way stations for express trains, - - - - -	No express trains are run.
Way stations for accommodation trains, - - -	4
Flag stations, - - - - -	None.

Whole number of way stations, - - -	4
Whole number of flag stations, - - -	None.

DOINGS DURING THE YEAR.

Miles run by passenger trains, [as per items furnished by Nashua and Lowell Railroad Co.] - - -	32,926	
Miles run by freight trains, - - -	10,642	
Miles run by other trains, - - -	350	
Total miles run, - - -		43,918
Number of passengers carried in the cars, - - -	61,139	
Number of passengers carried one mile, - - -	846,156	
Number of tons of merchandise carried in the cars, - - -	19,079	
Number of tons of merchandise carried one mile, - - -	248,027	
Number of passengers carried one mile, to and from other roads, - - -		
Number of tons carried one mile, to and from other roads, - - -		
Rate of speed adopted for express passenger trains, including stops, - - -		
Average rate of speed actually attained by express passenger trains, including stops and detentions, - - -		
Rate of speed adopted for accommodation trains, - - -	28 miles per hour.	
Rate of speed actually attained by accommodation trains, including stops and detentions, - - -	28 do do	
Average rate of speed actually attained by special trains, including stops and detentions, - - -		
Average rate of speed adopted for freight trains, including stops and detentions, - - -	12 do do	
Estimated weight in tons, of passenger cars, (not including passengers,) hauled one mile, - - -		
Estimated weight in tons, of merchandise cars, (not including freight,) hauled one mile, - - -		

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, - - -	
For repairs of wooden bridges, - - -	
For renewals of iron, including laying down, - - -	
For wages of switchmen, av. per mo., \$	Total,
For wages of gate-keepers, av. per mo., \$	
For wages of signal men, av. per mo., \$	
For wages of watchmen, av. per mo., \$	
Number of men employed, exclusive of those engaged in construction, - - -	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) - - -	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - - -	
Total for maintenance of way, - - -	

MOTIVE POWER AND CARS.

For repairs of locomotives, - - -	
For new locomotives, to cover depreciation, - - -	
For repairs of passenger cars, - - -	
For new passenger cars, to cover depreciation, - - -	
For repairs of merchandise cars, - - -	
For new merchandise cars, to cover depreciation, - - -	
For repairs of gravel and other cars, - - -	
Total for maintenance of motive power and cars, - - -	

Number of engines, - - - -	None by this company, the
Number of passenger cars, - - - -	road being run by the Nash-
Number of baggage cars, - - - -	ua and Lowell Railroad Co.
Number of merchandise cars, - - - -	
Number of gravel cars, - - - -	

MISCELLANEOUS.

For fuel used by engines during the year, viz.:	
Wood, - - - -	-
Coal, - - - -	-
For oil used by cars and engines, - - - -	-
For waste and other material for cleaning, - - - -	-
For salaries, wages and incidental expenses, charge-	-
able to passenger department, - - - -	-
For salaries, wages and incidental expenses, charge-	-
able to freight department, - - - -	-
For gratuities and damages, - - - -	-
For taxes and insurance, - - - -	-
For ferries, - - - -	-
For repairs of station buildings, aqueducts, fixtures,	-
furniture, - - - -	-
For interest, - - - -	-
For amount paid other companies, in tolls for pas-	-
sengers, and freight carried on their roads, speci-	-
fying each company, - - - -	-
For amount paid other companies, as rent for use of	-
their roads, specifying each company, - - - -	-
For salaries of president, treasurer, superintendent,	-
law expenses, office expenses of the above offices,	-
and all other expenses, not included in any of the	-
foregoing items, - - - -	-
Total miscellaneous, - - - -	-
Total expenditures for working the road, - - - -	-

INCOME DURING THE YEAR.

For passengers:—

1. On main road, including branches owned by company, - - - -
2. To and from other roads, specifying what, - - - -

For freight:—

1. On main road and branches owned by company, - - - -
2. To and from other connecting roads, - - - -

U. S. mails, - - - -	-
Rents, - - - -	-
Total income, - - - -	-
Net earnings, after deducting expenses, - - - -	-

Six per cent. on the cost of the road has been received of the Nashua and Lowell Railroad Co., with \$300 in addition, being, in all, \$16,188 94.

DIVIDENDS.

6 per cent. Total, - - - -	\$15,888 94
Surplus not divided, - - - -	-
Surplus last year, - - - -	-
Total surplus, - - - -	-

ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:

Road and bridges, - - - -	Nothing.
Buildings, - - - -	Nothing.
Engines and cars, - - - -	None owned.

The Stony Brook Railroad is leased to the Nashua and Lowell Railroad Company, by a written lease, a copy of which accompanied the return for the year 1848, in consequence of which we are unable to return many of the facts required by law. The facts stated above, under the head of doings for the year, are derived from the books of said company, or from persons employed by them.

No accident has occurred upon this road, during the present year, resulting in any serious personal injury.

TAPPAN WENTWORTH,
SEWALL G. MACK,
ZIBA GAY,
JOHN W. P. ABBOT,
JOHN WRIGHT.

January 7, 1851.

MIDDLESEX, ss. *January 7, 1851.* Then personally appeared Tappan Wentworth, Sewall G. Mack, Ziba Gay, John W. P. Abbot, and John Wright, and made oath that the foregoing return, by them subscribed, is true, according to their best knowledge and belief. Before me,

ISAAC S. MORSE, *Justice of the Peace.*

SEVENTH ANNUAL REPORT

OF THE

STOUGHTON BRANCH RAILROAD COMPANY.

Return of the Stoughton Branch Railroad, under the Act of May 1, 1849, chap. 191.

Capital stock, - - - - -		\$90,000 00
Increase of capital since last report, - - -	Nothing.	
Capital paid in per last report, - - -	\$85,400 00	
Capital paid in since last report, - - -	Nothing.	
Total amount of capital stock paid in, - - -		85,400 00
Funded debt, per last report, - - -	3,753 54	
Funded debt paid since last report, - - -	Nothing.	
Funded debt, increase of, since last report, - - -	do	
Total present amount of funded debt, - - -		3,753 54
Floating debt, per last report, - - -	Nothing.	
Floating debt paid since last report, - - -	do	
Floating debt, increase of, since last report, - - -	do	
Total present amount of floating debt, - - -	do	
Total present amount of funded and floating debt, - - -		3,753 54
Average rate of interest per annum paid during the year, - - - - -	6 per cent. per annum.	
Maximum amount of debt for each month during the year, viz.: January, \$ - - - ; February, \$3753 54 ; March, \$3753 54 ; April, \$3753 54 ; May, \$3753 54 ; June, \$3753 54 ; July, \$3753 54 ; August, \$3753 54 ; September, \$3753 54 ; October, \$3753 54 ; November, \$3753 54 ; December, \$3753 54.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report, - - -	38,401 98	
For graduation and masonry paid during the past year, - - - - -	Nothing.	
Total amount expended for graduation and masonry, - - -		38,401 98
For wooden bridges, per last report, - - -	850 00	
For wooden bridges paid during the past year, - - -	Nothing.	
Total amount expended for wooden bridges, - - -		850 00
Total amount expended for iron bridges, (if any,) - - -	Nothing.	
For superstructure, including iron, per last report, - - -	30,075 95	
For superstructure, including iron, paid during the past year, - - -	Nothing.	
Total amount expended for superstructure, including iron, - - - - -		30,075 95
For stations, buildings and fixtures, per last report, - - -	12,272 35	
For stations, buildings and fixtures, paid during the past year, - - -	Nothing.	
Total amount expended for stations, buildings and fixtures, - - - - -		12,272 35
For land, land-damages and fences, per last report, - - -	8,945 51	
For land, land-damages and fences, paid during the past year, - - - - -	Nothing.	

Total amount expended for land, land-damages and fences, - - - - -		\$8,945 51
For locomotives, per last report, - - - - -	Owned and run by Boston and Providence Railroad Company, per contract.	
For locomotives, paid during the past year, - - - - -		
Total amount expended for locomotives, - - - - -		
For passenger and baggage cars, per last report, - - - - -		
For passenger and baggage cars, paid during the past year, - - - - -		
Total amount expended for passenger and baggage cars, - - - - -		
For merchandise cars, per last report, - - - - -		
For merchandise cars, paid during the past year, - - - - -		
Total amount expended for merchandise cars, - - - - -		
For engineering, per last report, - - - - -		\$2,887 50
For engineering paid during the past year, - - - - -	Nothing.	
Total amount expended for engineering, - - - - -		2,887 50
For agencies and other expenses, per last report, - - - - -	Nothing.	
For agencies and other expenses, paid during the past year, - - - - -	do	
Total amount expended for agencies and other expenses, - - - - -	do	
Total cost of road and equipment, - - - - -		93,433 29

CHARACTERISTICS OF ROAD.

Length of road, - - - - -	4 miles, 222 feet.
Length of single main track, - - - - -	do do
Length of double main track, - - - - -	None.
Length of branches owned by the company, stating whether they have a single or double track, - - - - -	None.
Aggregate length of sidings and other tracks, excepting main track and branches, - - - - -	2669 feet.
Weight of rail per yard in main road, - - - - -	56 lbs.
Weight of rail per yard in branch roads, - - - - -	None.
Specify the different weights per yard, - - - - -	
Maximum grade, with its length in main road, - - - - -	46 feet per mile for 740 ft.
Maximum grade, with its length in branch roads, - - - - -	None.
Total rise and fall in main road, - - - - -	135 50-100 feet.
Total rise and fall in branch roads, - - - - -	None.
Shortest radius of curvature, with length of curve in main road, - - - - -	} 1080 feet radius, length of curvature 682 feet.
Shortest radius of curvature, with length of curve in branch roads, - - - - -	
Total degrees of curvature in main road, - - - - -	None.
Total degrees of curvature in branch roads, - - - - -	172
Total length of straight line in main road, - - - - -	None.
Total length of straight line in branches, - - - - -	2 miles, 207 feet.
Aggregate length of wooden truss bridges, - - - - -	Nothing.
Aggregate length of all other wooden bridges, - - - - -	50 feet, 6 inches.
Aggregate length of iron bridges, - - - - -	None.
Whole length of road unfenced on both sides, - - - - -	do
Number of public ways crossed at grade, - - - - -	4
Number of railroads crossed at grade, - - - - -	None.
Remarks, - - - - -	
Way stations for express trains, - - - - -	None.
Way stations for accommodation trains, - - - - -	3
Flag stations, - - - - -	None.
Whole number of way stations, - - - - -	3
Whole number of flag stations, - - - - -	None.

DOINGS DURING THE YEAR.			
Miles run by passenger trains,	-	-	5,208
Miles run by freight trains, [connected with passenger trains,]	-	-	5,008
Miles run by other trains,	-	-	
Total miles run,	-	-	5,208
Number of passengers carried in the cars,	-	-	45,475
Number of passengers carried one mile,	-	-	126,256
Number of tons of merchandise carried in the cars,	-	-	14,032
Number of tons of merchandise carried one mile,	-	-	1,288
Number of passengers carried one mile, to and from other roads,	-	-	109,466
Number of tons carried one mile, to and from other roads,	-	-	25,989
Rate of speed adopted for express passenger trains, including stops,	-	-	None.
Average rate of speed actually attained by express passenger trains, including stops and detentions,	-	-	None.
Rate of speed adopted for accommodation trains,	-	-	20 miles per hour.
Rate of speed actually attained by accommodation trains, including stops and detentions,	-	-	20 do do
Average rate of speed actually attained by special trains, including stops and detentions,	-	-	
Average rate of speed adopted for freight trains, including stops and detentions,	-	-	20 do do
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile,	-	-	} Owned and operated by Boston and Prov. R. R. Co.
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,	-	-	

EXPENDITURES FOR WORKING THE ROAD.

EXPENDITURES ON WORKING THE ROAD.				Operated by the Boston and Providence Railroad Company, per contract.
For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron,	-	-	-	
For repairs of wooden bridges,	-	-	-	
For renewals of iron, including laying down,	-	-	-	
For wages of switchmen, av. per mo., \$	}	Total,		
For wages of gate-keepers, av. per mo., \$				
For wages of signal-men, av. per mo., \$				
For wages of watchmen, av. per mo., \$				
Number of men employed, exclusive of those engaged in construction,	-	-	-	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	-	-	-	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	-	-	-	
Total for maintenance of way,	-	-	-	

MOTIVE POWER AND CARS.

For repairs of locomotives,	-	-	} Total,	Furnished by B. and P. Railroad Co.
For new locomotives to cover depreciation,	-	-		
For repairs of passenger cars,	-	-	}	
For new passenger cars, to cover depreciation,	-	-		
For repairs of merchandise cars,	-	-		
For new merchandise cars, to cover depreciation,	-	-		
For repairs of gravel and other cars,	-	-		
Total for maintenance of motive power and cars,	-	-		
Number of engines,	-	-		
Number of passenger cars,	-	-		
Number of baggage cars,	-	-		

Number of merchandise cars, - - -		
Number of gravel cars, - - -		
MISCELLANEOUS.		
For fuel used by engines during the year, viz.,		
Wood, - - -		
Coal, - - -		
For oil used by cars and engines, - - -		
For waste and other material for cleaning, - - -		
For salaries, wages and incidental expenses chargeable to passenger department, - - -	Paid by Boston and Prov. Railroad Co.	
For salaries, wages and incidental expenses chargeable to freight department, - - -		
For gratuities and damages, - - -		
Insurance, [buildings insured for 7 years, paid three years since. Taxes paid by B. and P. R. R. Co.] - - -	None.	
For ferries, - - -		
For repairs of station buildings, aqueducts, fixtures, furniture, - - -	Done by B. and P. Railroad [Co.	
For interest, - - -		\$169 34
For amount paid Boston and Providence Railroad Company, in tolls for passengers, and freight carried on their road, - - -		14,438 35
For amount paid [Boston and Providence Railroad Company, for working our road,] - - -		4,000 00
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - -		273 97
Total miscellaneous, - - -		
Total expenditures for working the road, - - -		\$18,881 66
INCOME DURING THE YEAR.		
<i>For passengers:—</i>		
1. On main road, - - -		419 75
2. To and from [Boston and Prov. Railroad,] - - -		14,374 67
<i>For freight:—</i>		
1. On main road, - - -		70 45
2. To and from [Boston and Prov. Railroad,] - - -		9,817 62
U. S. mails, - - -		175 00
Rents, - - -		
Total income, - - -		24,857 49
Net earnings, after deducting expenses, - - -		5,975
DIVIDENDS.		
5 per cent. Total, - - -		4,270 00
Surplus not divided, - - -		1,705 83
Surplus last year, - - -		1,514 40
Total surplus, - - -		3,220 23
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:		
Road and bridges, - - -	Kept in repair by B. and P. Railroad Co.	
Buildings, - - -		
Engines and cars, - - -		

F. W. LINCOLN,
OAKES AMES,
LYMAN KINSLEY,
MARTIN WALES,
NATH'L MORTON,

Directors.

NORFOLK, ss. Then personally appeared the above named F. W. Lincoln, Oakes Ames, Lyman Kinsley, Martin Wales, and Nath'l Morton, and severally made oath that the return, hereto annexed and subscribed by them, is true, according to their best knowledge and belief.

Before me, W. RAYMOND LEE, *Justice of the Peace.*

SIXTEENTH ANNUAL REPORT

OF THE

TAUNTON BRANCH RAILROAD CORPORATION.

Return of the Taunton Branch Railroad, under the Act of May 1, 1849, ch. 191.

Capital stock, - - - - -		\$250,000 00
Increase of capital since last report, - - - - -		
Capital paid in per last report, - - - - -	\$250,000 00	
Capital paid in since last report, - - - - -		
Total amount of capital stock paid in, - - - - -		250,000 00
Funded debt, per last report, - - - - -	Nothing.	
Funded debt paid since last report, - - - - -	do	
Funded debt, increase of, since last report, - - - - -	do	
Total present amount of funded debt, - - - - -	do	
Floating debt, per last report, - - - - -	do	
Floating debt paid since last report, - - - - -	do	
Floating debt, increase of, since last report, - - - - -	do	
Total present amount of floating debt, - - - - -	do	
Total present amount of funded and floating debt, - - - - -	do	
Average rate of interest per annum paid during the year, - - - - -	do	
Maximum amount of debt for each month during the year, viz. : January, \$ - - - - - ; February, \$ - - - - - ;		
March, \$ - - - - - ; April, \$ - - - - - ; May, \$ - - - - - ;		
June, \$ - - - - - ; July, \$ - - - - - ; August, \$ - - - - - ;		
September, \$ - - - - - ; October, \$ - - - - - ; No-		
vember, \$ - - - - - ; December, \$ - - - - - .		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report, - - - - -	89,855 38	
For graduation and masonry paid during the past year, - - - - -	Nothing.	
Total amount expended for graduation and masonry, - - - - -		89,855 38
For wooden bridges, per last report, - - - - -	Nothing.	
For wooden bridges paid during the past year, - - - - -	do	
Total amount expended for wooden bridges, - - - - -	do	
Total amount expended for iron bridges, (if any,) - - - - -	do	
For superstructure, including iron, per last report, - - - - -	92,248 56	
For superstructure, including iron, paid during the past year, - - - - -		
Total amount expended for superstructure, including iron, - - - - -		92,248 56
For stations, buildings and fixtures, per last report, - - - - -	46,410 22	
For stations, buildings and fixtures, paid during the past year, - - - - -	646 27	
Total amount expended for stations, buildings and fixtures, - - - - -		47,056 49
For land, land-damages and fences, per last report, - - - - -	30,628 88	
For land, land-damages and fences, paid during the past year, - - - - -	100 00	

Total amount expended for land, land-damages and fences, - - - - -		\$30,728 88
For locomotives, per last report, - - - - -	\$16,383 67	
For locomotives, paid during the past year, - - - - -		
Total amount expended for locomotives, - - - - -		16,383 67
For passenger and baggage cars, per last report, - - - - -	8,427 37	
For passenger and baggage cars, paid during the past year, - - - - -		
Total amount expended for passenger and baggage cars, - - - - -		8,427 37
For merchandise cars, per last report, - - - - -	8,896 67	
For merchandise cars, paid during the past year, - - - - -		
Total amount expended for merchandise cars, - - - - -		8,896 67
For engineering, per last report, - - - - -	13,539 27	
For engineering, paid during the past year, - - - - -		
Total amount expended for engineering, - - - - -		13,539 27
For agencies and other expenses, per last report, - - - - -		
For agencies and other expenses, paid during the past year, - - - - -		
Total amount expended for agencies and other expenses, - - - - -		
Total cost of road and equipment, - - - - -		307,136 29

CHARACTERISTICS OF ROAD.

Length of road, - - - - -	11 1-10 miles.
Length of single main track, - - - - -	11 1-10 "
Length of double main track, - - - - -	None.
Length of branches owned by the company, stating whether they have a single or double track, - - - - -	3000 feet, single track.
Aggregate length of sidings and other tracks, excepting main track and branches, - - - - -	4346 feet.
Weight of rail per yard in main road, - - - - -	58 lbs.
Weight of rail per yard in branch roads, - - - - -	57 lbs.
Specify the different weights per yard, - - - - -	57 and 58 lbs.
Maximum grade, with its length in main road, - - - - -	29 feet in 3000.
Maximum grade, with its length in branch roads, - - - - -	35 feet per mile, 400 feet.
Total rise and fall in main road, - - - - -	123 feet.
Total rise and fall in branch roads, - - - - -	9 feet descent.
Shortest radius of curvature, with length of curve in main road, - - - - -	800 feet in 1000.
Shortest radius of curvature, with length of curve in branch roads, - - - - -	250°, 300 feet.
Total degrees of curvature in main road, - - - - -	70°.
Total degrees of curvature in branch roads, - - - - -	Line follows centre of high- [way.
Total length of straight line in main road, - - - - -	11 miles.
Total length of straight line in branches, - - - - -	2200 feet.
Aggregate length of wooden truss bridges, - - - - -	None.
Aggregate length of all other wooden bridges, - - - - -	do
Aggregate length of iron bridges, - - - - -	do
Whole length of road unfenced on both sides, - - - - -	1650 feet.
Number of public ways crossed at grade, - - - - -	19
Number of railroads crossed at grade, - - - - -	None.
Remarks, - - - - -	
Way stations for express trains, - - - - -	No express trains.
Way stations for accommodation trains, - - - - -	3
Flag stations, - - - - -	None.
Whole number of way stations, - - - - -	3
Whole number of flag stations, - - - - -	None.

DOINGS DURING THE YEAR.			
Miles run by passenger trains,	-	-	-
[On T. Branch, with Co. engines,	14,931	}	44,979
[On Bos. and Prov. with their engines,	30,048		
Miles run by freight trains,	-	-	-
[On Bos. and Prov. with their engines,	15,024	}	21,938
[On T. Branch, with Co. engines,	6,914		
Miles run by other trains,	-	-	94
Total miles run,	-	-	67,011
Number of passengers carried in the cars,	-	-	106,886
Number of passengers carried one mile,	-	-	1,134,491
Number of tons of merchandise carried in the cars,	-	-	39,003 tons, 1031 lbs.
Number of tons of merchandise carried one mile,	-	-	400,038 tons, 395 lbs.
Number of passengers carried one mile, to and from other roads,	-	-	1,068,832
Number of tons carried one mile, to and from other roads,	-	-	382,394 tons, 371 lbs.
Rate of speed adopted for express passenger trains, including stops,	-	-	No express trains.
Average rate of speed actually attained by express passenger trains, including stops and detentions,	-	do	do
Rate of speed adopted for accommodation trains,	-	22 miles per hour.	
Rate of speed actually attained by accommodation trains, including stops and detentions,	-	22 do do	
Average rate of speed actually attained by special trains, including stops and detentions,	-	22 do do	
Average rate of speed adopted for freight trains, including stops and detentions,	-	44 do do	
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile,	-	824,212	
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,	-	903,465	

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron,	-	-	\$3,593 10
For repairs of wooden bridges,	-	-	
For renewals of iron, including laying down,	-	-	
For wages of switchmen, av. per mo.,	\$25 73	} Total,	717 05
For wages of gate-keepers, av. per mo.,	\$		
For wages of signal men, av. per mo.,	\$		
For wages of watchmen, av. per mo.,	\$34 02		
Number of men employed, exclusive of those engaged in construction,	-	-	72
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	-	-	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	-	-	616 00
Total for maintenance of way,	-	-	4,926 15

MOTIVE POWER AND CARS.

For repairs of locomotives,	-	-	1,113 06
For new locomotives, to cover depreciation,	-	-	
For repairs of passenger cars,	-	-	1,885 03
For new passenger cars, to cover depreciation,	-	-	1,562 34
For repairs of merchandise cars,	-	-	1,714 47
For new merchandise cars, to cover depreciation,	-	-	1,312 90
For repairs of gravel and other cars,	-	-	20 19
Total for maintenance of motive power and cars,	-	-	7,607 99

Number of engines, - - - -	4	
Number of passenger cars, - - - -	12	
Number of baggage cars, - - - -	5	
Number of merchandise cars, - - - -	83	
Number of gravel cars, - - - -	6	
MISCELLANEOUS.		
For fuel used by engines, [stationary engines, stations, and other purposes,] during the year, viz. : -		
Wood, - - - -	\$5,109	84
Coal, - - - -		
For oil used by cars and engines, [and other purposes,] - - - -	} 806	08
For waste and other material for cleaning, - - - -		
For salaries, wages and incidental expenses, chargeable to passenger department, - - - -	2,545	59
For salaries, wages and incidental expenses, chargeable to freight department, - - - -	4,708	02
For gratuities and damages, - - - -	222	54
For taxes and insurance, - - - -	216	61
For ferries, - - - -		
For repairs of station buildings, aqueducts, fixtures, furniture, - - - -	607	31
For interest, - - - -		
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, [Boston and Providence,] - - - -	50,499	93
For amount paid other companies, as rent for use of their roads, specifying each company, [New Bedford and Taunton,] - - - -	6,360	64
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - - -	3,296	90
Total miscellaneous, - - - -	74,373	46
Total expenditures for working the road, - - - -	86,907	60
INCOME DURING THE YEAR.		
<i>For passengers :—</i>		
1. On main road, including branches owned by company, - - - -	1,823	55
2. To and from other roads, specifying what, - - - -		
[New Bedford and Taunton, \$31,240 54		
[Boston and Providence, 33,200 98		
	64,441	52
<i>For freight :—</i>		
1. On main road and branches owned by company, - - - -	710	34
2. To and from other connecting roads, - - - -	45,383	26
U. S. mails, - - - -	1,113	96
Interest, - - - -	993	72
Total income, - - - -	114,466	35
Net earnings, after deducting expenses, - - - -	26,812	48
DIVIDENDS.		
Per cent. Total, [Two of 4 per cent.] - - - -		20,000 00
Surplus not divided, - - - -	6,812	48
Surplus last year, [\$30,084 55; less, cost of Ware Branch, - - - - \$4,922 13	25,162	42
Total surplus, - - - -	31,974	90

ESTIMATED DEPRECIATION BEYOND THE RENEW-
ALS, VIZ.:

Road and bridges, -	-	-	-	-
Buildings, -	-	-	-	-
Engines and cars, -	-	-	-	-

September 5.—Thomas B. Dean was killed, whilst upon the freight train, he being upon said train against the rules of the company, and without the knowledge of the persons in charge of the train.

The cars and engines, together with the machine shops, car and engine houses at Taunton, with the exception of the original engine house, are owned by this corporation, in common with the New Bedford and Taunton Railroad Corporation, in the proportion of the length of their respective roads; and the two railroads are operated at the joint expense, in the same proportion.

WM. A. CROCKER,
THOMAS B. WALES,
SAM. FROTHINGHAM,

Directors.

Boston, January 16, 1851.

SUFFOLK, ss. *January 16, 1851.* Personally appeared the above named W. A. Crocker, T. B. Wales, and S. Frothingham, and made oath that the foregoing report, by them subscribed, was true, according to the best of their knowledge and belief. Before me,

E. PICKERING, *Justice of the Peace.*

FIRST ANNUAL REPORT
OF THE
TROY AND GREENFIELD RAILROAD COMPANY.

To the Honorable the Senate and House of Representatives :

The undersigned, Directors of the Troy and Greenfield Railroad Company respectfully present the first annual report of their doings, under their act of incorporation, passed May 10, 1848.

On the fifth day of April, 1849, one hundred thousand dollars of the capital stock having been taken, the subscribers to the stock, on legal notice, held a meeting, accepted the said act of incorporation, and organized the company.

An assessment of three per cent. on the shares thus taken was levied, to defray preliminary expenses. Since that time, the survey of the line of road has been completed, and the location thereof has been filed according to law. The capital stock of the company is \$3,500,000.

Three hundred thousand dollars have been subscribed to the capital stock of the company, and about three thousand dollars have been paid in. The work of construction has been commenced in the present month, but little has yet been done,—nothing completed ; and the undersigned believe that, in this inception of their work, they cannot be expected to give more definite and full information under the act of May 1st, 1849, than is above set forth. Which is respectfully submitted.

GEO. GRENNELL,
DANIEL WELLS,
CEPHAS ROOT,
JENCKS KIMBALL,
L. C. THAYER.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. *January, 1851.* Personally appeared the above named George Grennell, Daniel Wells, Cephas Root, and Jencks Kimball, and

made oath that the foregoing report, by them signed, is true, according to their best knowledge and belief. Before me,

WM. G. BATES, *Justice of the Peace in and for
all the Counties of the Commonwealth.*

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. *January 31, 1851.* Personally appeared L. C. Thayer, and made oath that the foregoing report, by him signed, is true, according to his best knowledge and belief. Before me,

STEPHEN FAIRBANKS, *Justice of the Peace.*

SEVENTH ANNUAL REPORT

OF THE

VERMONT AND MASSACHUSETTS RAILROAD
COMPANY.*Return of the Vermont and Mass. Railroad, under the Act of May 1, 1849, ch. 191.*

Capital stock, [including the Greenfield Branch and Vermont portion,]	-	-	-	-	\$3,200,000 00
Increase of capital since last report,	-	-	-	None.	
Capital paid in per last report,	-	-	-	\$2,237,454 94	
Capital paid in since last report,	-	-	-	8,994 93	
Total amount of capital stock paid in,	-	-	-	-	2,246,449 87
Funded debt, per last report,	-	-	-	875,035 00	
Funded debt, paid since last report,	-	-	-	None.	
Funded debt, increase of, since last report,	-	-	-	208,765 00	
Total present amount of funded debt,	-	-	-	-	1,083,800 00
Floating debt, per last report,	-	-	-	58,322 69	
Floating debt, paid since last report,	-	-	-	16,597 96	
Floating debt, increase of, since last report,	-	-	-	None.	
Total present amount of floating debt,	-	-	-	-	41,724 73
Total present amount of funded and floating debt,	-	-	-	-	1,125,524 73
Average rate of interest per annum paid during the year,	-	-	-	-	6 per cent.
Maximum amount of debt for each month during the year, viz.: January 31st, \$67,157 67; February 28th, \$65,597 41; March 30th, \$80,436 37; April 30th, \$79,036 89; May 31st, \$71,858 91; June 29th, \$62,718 07; July 31st, \$56,546 64; August 31st, \$59,726 16; September 30th, \$57,011 74; October 31st, \$64,926 60; November 30th, \$59,665 13; December 31st, \$41,724 73.					

COST OF ROAD AND EQUIPMENT.

For graduation and masonry, per last report,	-	-	-	1,401,142 23	
For graduation and masonry paid during the past year,	-	-	-	60,006 24	
Total amount expended for graduation and masonry,	-	-	-	-	1,461,148 47
For wooden bridges, per last report,	-	-	-	195,546 72	
For wooden bridges paid during the past year,	-	-	-	3,848 59	
Total amount expended for wooden bridges,	-	-	-	-	199,395 31
Total amount expended for iron bridges, (if any),	-	-	-	None.	
For superstructure, including iron, per last report,	-	-	-	611,218 80	
For superstructure, including iron, paid during the past year,	-	-	-	1,749 88	
[For superstructure charged to Greenfield Branch, during past year,]	-	-	-	15,340 52	
Total amount expended for superstructure, including iron,	-	-	-	-	597,628 16
For stations, buildings and fixtures, per last report,	-	-	-	103,358 72	

For stations, buildings and fixtures, paid during the past year, - - - - -	\$14,435 93	
Total amount expended for stations, buildings and fixtures, - - - - -		\$117,794 65
For land, land-damages and fences, per last report, -	150,640 51	
For land, land-damages and fences, paid during the past year, - - - - -	26,914 03	
Total amount expended for land, land-damages and fences, - - - - -		177,554 54
For locomotives, per last report, - - - - -	98,188 62	
For locomotives, [received for engine sold,] - - - - -	2,550 00	
Total amount expended for locomotives, - - - - -		95,638 62
For passenger and baggage cars, per last report, -	19,300 00	
For passenger and baggage cars, paid during the past year, - - - - -	None.	
Total amount expended for passenger and baggage cars, - - - - -		19,300 00
For merchandise cars, per last report, - - - - -	86,055 65	
For merchandise cars, paid during the past year, -	5,459 24	
Total amount expended for merchandise cars, - - - - -		91,514 89
For engineering, per last report, - - - - -	56,872 04	
For engineering, paid during the past year, - - - - -	None.	
Total amount expended for engineering, - - - - -		56,872 04
For agencies and other expenses, per last report, -	56,198 51	
For agencies and other expenses, paid during the past year, - - - - -	2,134 66	
Total amount expended for agencies and other expenses, - - - - -		58,333 17
Total cost of road and equipment, [including dividends of interest, &c.] - - - - -		3,192,021 54
[Charged to Greenfield Branch, in addition to above,] - - - - -		214,222 78

CHARACTERISTICS OF ROAD.

Length of road, - - - - -	69 miles.
Length of single main track, - - - - -	69 "
Length of double main track, - - - - -	None.
Length of branches owned by the company, stating whether they have a single or double track, -	8 miles—single track.
Aggregate length of sidings and other tracks, excepting main track and branches, - - - - -	About 5½ miles.
Weight of rail per yard in main road, - - - - -	56 lbs.
Weight of rail per yard in branch roads, - - - - -	56 lbs.
Specify the different weights per yard, - - - - -	
Maximum grade, with its length in main road, -	58 feet for 1 6-10 miles.
Maximum grade, with its length in branch roads, -	45 ft. per mile—3½ miles.
Total rise and fall in main road, - - - - -	Rise, 808 feet—fall, 990 ft.
Total rise and fall in branch roads, - - - - -	Rise, 81 feet—fall, 168 ft.
Shortest radius of curvature, with length of curve in main road, - - - - -	1000 ft. for 1900 ft., except at Grout's, where it is 924 feet for 1200 feet.
Shortest radius of curvature, with length of curve in branch roads, - - - - -	1000 feet for 400 feet.
Total degrees of curvature in main road, - - - - -	3314 deg.
Total degrees of curvature in branch roads, - - - - -	607 deg.
Total length of straight line in main road, - - - - -	27 3-4 miles.
Total length of straight line in branches, - - - - -	3 9-10 "
Aggregate length of wooden truss bridges, - - - - -	6733 feet.
Aggregate length of all other wooden bridges, - - - - -	

Aggregate length of iron bridges, - - -	None.
Whole length of road unfenced on both sides, - -	2 miles on branch.
Number of public ways crossed at grade, - -	64
Number of railroads crossed at grade, - -	1
Remarks, - - - - -	
Way stations for express trains, - - -	None.
Way stations for accommodation trains, - -	14
Flag stations, - - - - -	2
Whole number of way stations, - - -	14
Whole number of flag stations, - - -	2

DOINGS DURING THE YEAR.

Miles run by passenger trains, - - -	94,536	
Miles run by freight trains, - - -	48,419	
Miles run by other trains, - - -	21,166	
Total miles run, - - - - -		164,121
Number of passengers carried in the cars, - -	168,054	
Number of passengers carried one mile, - -	2,882,612	
Number of tons of merchandise carried in the cars, -	106,287	7-1000
Number of tons of merchandise carried one mile, -	1,900,752	898-1000
Number of passengers carried one mile, to and from other roads, - - - - -	1,825,869	
Number of tons carried one mile, to and from other roads, - - - - -	1,765,331	494-1000
Rate of speed adopted for express passenger trains, including stops, - - -	} No such trains.	
Average rate of speed actually attained by express passenger trains, including stops and detentions, -		
Rate of speed adopted for accommodation trains, -	20 miles per hour.	
Rate of speed actually attained by accommodation trains, including stops and detentions, - -	25	do do
Average rate of speed actually attained by special trains, including stops and detentions, - -	20	do do
Average rate of speed adopted for freight trains, including stops and detentions, - -	15	do do
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, - -		
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, - -		

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, - -	\$21,472	85	
For repairs of wooden bridges, - - -	1,549	66	
For renewals of iron, including laying down, - -	None.		
For wages of switchmen, av. per mo., - - -	} \$28	Total,	2,593 99
For wages of gate-keepers, av. per mo., - - -			
For wages of signal men, av. per mo., - - -			
For wages of watchmen, av. per mo., - - -			
Number of men employed exclusive of those engaged in construction, - - - - -	175		
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam power used,) -	365	75	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - -	25	93	
Total for maintenance of way, - - - - -			\$26,008 18

MOTIVE POWER AND CARS.

For repairs of locomotives, - - -	4,222	61
For new locomotives, to cover depreciation, -	None.	

For repairs of passenger cars, - - -	\$3,499 09	
For new passenger cars, to cover depreciation, -	None.	
For repairs of merchandise cars, - - -	2,455 36	
For new merchandise cars, to cover depreciation, -	None.	
For repairs of gravel and other cars, - - -	554 60	
Total for maintenance of motive power and cars, -		\$10,731 66
Number of engines, - - - -	12	
Number of passenger cars, - - - -	8	
Number of baggage cars, - - - -	4	
Number of merchandise cars, - - - -	144	
Number of gravel cars, - - - -	33	

MISCELLANEOUS.

For fuel used by engines during the year, viz., -		
Wood, - - - - -	22,910 60	
Coal, - - - - -	None.	
For oil used by cars and engines, - - - -	3,568 64	
For waste and other material for cleaning, - -	525 30	
For salaries, wages and incidental expenses, chargeable to passenger department, - - - -	11,861 10	
For salaries, wages and incidental expenses, chargeable to freight department, - - - -	15,804 39	
For gratuities and damages, - - - -	645 16	
For taxes and insurance, - - - -	839 30	
For ferries, - - - - -	None.	
For repairs of station buildings, aqueducts, fixtures, furniture, - - - -	759 25	
For interest, [paid on bonds and floating debt,] -	50,430 38	
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, [Worcester and Nashua, \$486 32; Fitchburg, \$14,522 42; Cheshire, \$3,436 06; Fitchburg and Worcester, \$14 49; Connecticut River, \$14,324 72,] - - - -		
For amount paid other companies as rent for use of their roads, specifying each company, - - -		
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - - -	10,275 94	
Total miscellaneous, - - - -		117,620 06
Total expenditures for working the road, [including interest,] - - - -		154,359 90

INCOME DURING THE YEAR.

For passengers:—

1. On main road, including branches owned by company, - - - -	77,982 76
2. To and from other roads, specifying what, - - -	
[Cheshire, - - - -]	1,890 60
Fitchburg, - - - -	4,739 31
Worcester and Nashua, - - - -	16 98
Sullivan, - - - -	62 00

For freight:—

1. On main road and branches owned by company, -	107,002 23
2. To and from other connecting roads, - - -	
[Cheshire, - - - -]	4,188 87
Connecticut River, - - - -	1,255 83
U. S. mails, - - - -	5,018 07
Rents, - - - -	966 35

Total income, [deducting amounts paid other roads,]					\$177,694 68
Net earnings, after deducting expenses, [and interest, \$50,430 38,]	-	-	-	-	23,334 78
DIVIDENDS.					
per cent. Total,	-	-	-	-	
Surplus not divided,	-	-	-	-	
Surplus last year,	-	-	-	-	
Total surplus,	-	-	-	-	
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.					
Road and bridges,	-	-	-	-	
Buildings,	-	-	-	-	
Engines and cars,	-	-	-	-	

The above report is respectfully submitted, by

H. CHAPMAN,
JABEZ C. HOWE,
DANIEL BARTLETT, JR.
COLUMBUS TYLER,
JAMES ELLISON,
JOHN J. SWIFT,

Directors.

MASSACHUSETTS. SUFFOLK, SS. *January 28, 1851.* Then the said Henry Chapman, James Ellison, Jabez C. Howe, Daniel Bartlett, Jr., C. Tyler, John J. Swift, personally appeared and severally made oath that the within return, by them subscribed, is true, according to their best knowledge and belief. JOSEPH HARRINGTON, *Justice of the Peace.*

REPORT OF ACCIDENTS.

The Directors of the Vermont and Massachusetts Railroad Company report the following casualties, which have occurred during the last year.

January 1, 1850.—Isaac Ripley, brakeman, was killed in consequence of coming in contact with a bridge at Gardner.

November 1, 1850.—An Irish woman, who was intoxicated, in getting out of the cars at South Vernon, fell under the wheels, which crushed her leg, and she subsequently died.

H. CHAPMAN,
COLUMBUS TYLER,
DANIEL BARTLETT, JR.
JABEZ C. HOWE.

Boston, January 29, 1851.

FIRST ANNUAL REPORT
OF THE
WALTHAM AND WATERTOWN RAILROAD
COMPANY.

*Return of the Waltham and Watertown Branch Railroad, under the Act of May
1, 1849, chap. 191.*

Capital stock,	-	-	-	-	-
Increase of capital since last report,	-	-	-	-	-
Capital paid in per last report,	-	-	-	-	-
Capital paid in since last report,	-	-	-	-	-
Total amount of capital stock paid in,	-	-	-	-	-
Funded debt, per last report,	-	-	-	-	-
Funded debt paid since last report,	-	-	-	-	-
Funded debt, increase of, since last report,	-	-	-	-	-
Total present amount of funded debt,	-	-	-	-	-
Floating debt, per last report,	-	-	-	-	-
Floating debt paid since last report,	-	-	-	-	-
Floating debt, increase of, since last report,	-	-	-	-	-
Total present amount of floating debt,	-	-	-	-	-
Total present amount of funded and floating debt,	-	-	-	-	-
Average rate of interest per annum paid during the year,	-	-	-	-	-
Maximum amount of debt for each month during the year, viz.: January, \$					
March, \$					
\$					
August, \$					
October, \$					
ber, \$					

COST OF ROAD AND EQUIPMENT.

For graduation and masonry, per last report,	-	-	-	-	-
For graduation and masonry paid during the past year,	-	-	-	-	-
Total amount expended for graduation and masonry,	-	-	-	-	-
For wooden bridges, per last report,	-	-	-	-	-
For wooden bridges paid during the past year,	-	-	-	-	-
Total amount expended for wooden bridges,	-	-	-	-	-
Total amount expended for iron bridges, (if any,)	-	-	-	-	-
For superstructure, including iron, per last report,	-	-	-	-	-
For superstructure, including iron, paid during the past year,	-	-	-	-	-
Total amount expended for superstructure, including iron,	-	-	-	-	-
For stations, buildings and fixtures, per last report,	-	-	-	-	-
For stations, buildings and fixtures, paid during the past year,	-	-	-	-	-
Total amount expended for stations, buildings and fixtures,	-	-	-	-	-

For land, land-damages and fences, per last report,					
For land, land-damages and fences, paid during the					
past year,	-	-	-	-	-
Total amount expended for land, land-damages and					
fences,	-	-	-	-	-
For locomotives, per last report,	-	-	-	-	-
For locomotives, paid during the past year,	-	-	-	-	-
Total amount expended for locomotives,	-	-	-	-	-
For passenger and baggage cars, per last report,	-	-	-	-	-
For passenger and baggage cars, paid during the					
past year,	-	-	-	-	-
Total amount expended for passenger and baggage					
cars,	-	-	-	-	-
For merchandise cars, per last report,	-	-	-	-	-
For merchandise cars, paid during the past year,	-	-	-	-	-
Total amount expended for merchandise cars,	-	-	-	-	-
For engineering, per last report,	-	-	-	-	-
For engineering, paid during the past year,	-	-	-	-	-
Total amount expended for engineering,	-	-	-	-	-
For agencies and other expenses, per last report,	-	-	-	-	-
For agencies and other expenses, paid during the					
past year,	-	-	-	-	-
Total amount expended for agencies and other ex-					
penses,	-	-	-	-	-
Total cost of road and equipment,	-	-	-	-	-

CHARACTERISTICS OF ROAD.

Length of road,	-	-	-	-	-
Length of single main track,	-	-	-	-	-
Length of double main track,	-	-	-	-	-
Length of branches, owned by the company, stating					
whether they have a single or double track,	-	-	-	-	-
Aggregate length of sidings and other tracks, ex-					
cepting main track and branches,	-	-	-	-	-
Weight of rail per yard in main road,	-	-	-	-	-
Weight of rail per yard in branch roads,	-	-	-	-	-
Specify the different weights per yard,	-	-	-	-	-
Maximum grade, with its length in main road,	-	-	-	-	-
Maximum grade, with its length in branch roads,	-	-	-	-	-
Total rise and fall in main road,	-	-	-	-	-
Total rise and fall in branch roads,	-	-	-	-	-
Shortest radius of curvature, with length of curve in					
main road,	-	-	-	-	-
Shortest radius of curvature, with length of curve in					
branch roads,	-	-	-	-	-
Total degrees of curvature in main road,	-	-	-	-	-
Total degrees of curvature in branch roads,	-	-	-	-	-
Total length of straight line in main road,	-	-	-	-	-
Total length of straight line in branches,	-	-	-	-	-
Aggregate length of wooden truss bridges,	-	-	-	-	-
Aggregate length of all other wooden bridges,	-	-	-	-	-
Aggregate length of iron bridges,	-	-	-	-	-
Whole length of road unfenced on both sides,	-	-	-	-	-
Number of public ways crossed at grade,	-	-	-	-	-
Number of railroads crossed at grade,	-	-	-	-	-
Remarks,	-	-	-	-	-
Way stations for express trains,	-	-	-	-	-
Way stations for accommodation trains,	-	-	-	-	-
Flag stations,	-	-	-	-	-

Whole number of way stations,	-	-	-
Whole number of flag stations,	-	-	-

DOINGS DURING THE YEAR.

Miles run by passenger trains,	-	-	-
Miles run by freight trains,	-	-	-
Miles run by other trains,	-	-	-
Total miles run,	-	-	-
Number of passengers carried in the cars,	-	-	-
Number of passengers carried one mile,	-	-	-
Number of tons of merchandise carried in the cars,	-	-	-
Number of tons of merchandise carried one mile,	-	-	-
Number of passengers carried one mile, to and from other roads,	-	-	-
Number of tons carried one mile, to and from other roads,	-	-	-
Rate of speed adopted for express passenger trains, including stops,	-	-	-
Average rate of speed actually attained by express passenger trains, including stops and detentions,	-	-	-
Rate of speed adopted for accommodation trains,	-	-	-
Rate of speed actually attained by accommodation trains, including stops and detentions,	-	-	-
Average rate of speed actually attained by special trains, including stops and detentions,	-	-	-
Average rate of speed adopted for freight trains, including stops and detentions,	-	-	-
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile,	-	-	-
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,	-	-	-

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	-	-	-
For repairs of wooden bridges,	-	-	-
For renewals of iron, including laying down,	-	-	-
For wages of switchmen, av. per mo. \$	-	-	-
For wages of gate-keepers, av. per mo. \$	-	-	-
For wages of signal-men, av. per mo. \$	-	-	-
For wages of watchmen, av. per mo. \$	-	-	-
Number of men employed, exclusive of those engaged in construction,	-	-	-
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam power used,)	-	-	-
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	-	-	-
Total for maintenance of way,	-	-	-

Total.

MOTIVE POWER AND CARS.

For repairs of locomotives,	-	-	-
For new locomotives to cover depreciation,	-	-	-
For repairs of passenger cars,	-	-	-
For new passenger cars to cover depreciation,	-	-	-
For repairs of merchandise cars,	-	-	-
For new merchandise cars, to cover depreciation,	-	-	-
For repairs of gravel and other cars,	-	-	-
Total for maintenance of motive power and cars,	-	-	-
Number of engines,	-	-	-

Number of passenger cars,	-	-	-	-
Number of baggage cars, -	-	-	-	-
Number of merchandise cars,	-	-	-	-
Number of gravel cars, -	-	-	-	-

MISCELLANEOUS.

For fuel used by engines during the year, viz.,	-	-	-	-
Wood, - - -	-	-	-	-
Coal, - - -	-	-	-	-
For oil used by cars and engines, -	-	-	-	-
For waste and other material for cleaning, -	-	-	-	-
For salaries, wages and incidental expenses, charge-	-	-	-	-
able to passenger department, -	-	-	-	-
For salaries, wages and incidental expenses, charge-	-	-	-	-
able to freight department, -	-	-	-	-
For gratuities and damages, -	-	-	-	-
For taxes and insurance, -	-	-	-	-
For ferries, - - -	-	-	-	-
For repairs of station buildings, aqueducts, fixtures,	-	-	-	-
furniture, - - -	-	-	-	-
For interest, - - -	-	-	-	-
For amount paid other companies, in tolls for pas-	-	-	-	-
sengers, and freight carried on their roads, speci-	-	-	-	-
fying each company, - - -	-	-	-	-
For amount paid other companies as rent for use of	-	-	-	-
their roads, specifying each company, -	-	-	-	-
For salaries of president, treasurer, superintendent,	-	-	-	-
law expenses, office expenses of the above offices,	-	-	-	-
and all other expenses not included in any of the	-	-	-	-
foregoing items, - - -	-	-	-	-
Total miscellaneous, - - -	-	-	-	-
Total expenditures for working the road, -	-	-	-	-

INCOME DURING THE YEAR.

For passengers:—

1. On main road, including branches owned by company, - - -
2. To and from other roads, specifying what, -

For freight:—

1. On main road and branches owned by company, -
2. To and from other connecting roads, -

U. S. Mails, - - -	-	-	-	-
Rents, - - -	-	-	-	-
Total income, - - -	-	-	-	-
Net earnings, after deducting expenses, -	-	-	-	-

DIVIDENDS.

Per cent. Total, - - -	-	-	-	-
Surplus not divided, -	-	-	-	-
Surplus last year, -	-	-	-	-
Total surplus, - - -	-	-	-	-

ESTIMATED DEPRECIATION BEYOND THE RENEW-

ALS, VIZ.

Road and bridges, - - -	-	-	-	-
Buildings, - - -	-	-	-	-
Engines and cars, - - -	-	-	-	-

The Waltham and Watertown Branch Railroad Company, has organized, but have done nothing towards locating or constructing said Branch Railroad. The directors intend to ask for further time to locate and construct.

Respectfully submitted,

CHARLES BEMIS,
SETH BEMIS, JR.,
BENJAMIN DANA,
LUKE ROBINSON,

Directors.

January 29, 1851.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. *January 30, 1851.* Then personally appeared before me, Charles Bemis, Seth Bemis, Jr., Benjamin Dana, and Luke Robinson, and severally made oath that the foregoing report, by them subscribed, is true, according to their best knowledge and belief.

ISAAC C. BEMIS, *Justice of the Peace.*

FIFTEENTH ANNUAL REPORT
OF THE
WESTERN RAILROAD CORPORATION.

*Return of the Western Railroad, under the Act of May 1, 1849, ch. 191.
Year ending November 30, 1850.*

Capital stock, - - - -		\$6,500,000 00
Increase of capital since last report, - - - -		
Capital paid in per last report, - - - -	\$5,150,000 00	
Capital paid in since last report, - - - -		
Total amount of capital stock paid in, - - - -		5,150,000 00
Funded debt, per last report, - - - -	5,319,520 00	
Funded debt paid since last report, - - - -		
Funded debt, increase of, since last report, - - - -		
Total present amount of funded debt, - - - -		5,319,520 00
Floating debt, per last report, - - - -		
Floating debt paid since last report, - - - -		
Floating debt, increase of, since last report, - - - -		
Total present amount of floating debt, - - - -		
Total present amount of funded and floating debt, - - - -		
Average rate of interest per annum paid during the year, - - - -	About 5½ per cent.	
Maximum amount of debt for each month during the year, viz.: December 31, 1849, \$50,000; January 31, 1850, \$89,000; February 28, \$109,000; March 31, \$91,500; April 30, \$36,500; May 31, \$76,500; June 30, \$116,500; July 31, \$156,500; August 31, \$84,500; September 30, \$118,500; October 31, \$77,000; November 30, \$101,500.		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report, - - - -	3,460,917 50	
For graduation and masonry paid during the past year, - - - -	3,743 88	
Total amount expended for graduation and masonry, - - - -		3,464,661 38
For wooden bridges, per last report, - - - -	231,996 26	
For wooden bridges paid during the past year, - - - -		
Total amount expended for wooden bridges, - - - -		231,996 26
Total amount expended for iron bridges, (if any,) - - - -		
For superstructure, including iron, per last report, - - - -	1,560,583 02	
For superstructure, including iron, paid during the past year, - - - -	11,319 39	
Total amount expended for superstructure, including iron, - - - -		1,571,902 41
For stations, buildings and fixtures, per last report, - - - -	337,844 58	
For stations, buildings and fixtures, paid during the past year, - - - -	19,252 49	
Total amount expended for stations, buildings and fixtures, - - - -		357,097 07
For land, land-damages and fences, per last report, - - - -	291,579 40	
For land, land-damages and fences, paid during the past year, - - - -	2,441 30	

Total amount expended for land, land-damages and fences, - - - - -		\$294,020 70
For locomotives, per last report, - - - - -	\$362,000 00	
For locomotives, paid during the past year, - - - - -		
Total amount expended for locomotives, - - - - -		362,000 00
For passenger and baggage cars, per last report, - - - - -	73,544 55	
For passenger and baggage cars, paid during the past year, - - - - -		
Total amount expended for passenger and baggage cars, - - - - -		73,544 55
For merchandise cars, per last report, - - - - -	487,043 42	
For merchandise cars, paid during the past year, - - - - -		
Total amount expended for merchandise cars, - - - - -		487,043 42
For engineering, per last report, - - - - -	171,390 63	
For engineering, paid during the past year, - - - - -		
Total amount expended for engineering, - - - - -		171,390 63
For agencies and other expenses, per last report, - - - - -	1,019,157 41	
For agencies and other expenses, paid during the past year, - - - - -		
Total amount expended for agencies and other expenses, - - - - -		1,019,157 41
Total cost of road and equipment, - - - - -		8,032,813 83
[Total cost of Albany and West Stockbridge Railroad, - - - - -		1,930,895 01
		<u>\$9,963,708 84</u>

CHARACTERISTICS OF ROAD.

Length of road, - - - - -	117 804-1000 miles.
Length of single main track, - - - - -	64 50-1000 miles.
Length of double main track, - - - - -	53 754-1000 miles.
Length of branches owned by the company, stating whether they have a single or double track, - - - - -	
Aggregate length of sidings and other tracks, excepting main track and branches, - - - - -	6 miles.
Weight of rail per yard in main road, - - - - -	56½ and 70 pounds.
Weight of rail per yard in branch roads, - - - - -	
Specify the different weights per yard, - - - - -	
Maximum grade, with its length in main road, - - - - -	83 feet, 1½ mile.
Maximum grade, with its length in branch roads, - - - - -	
Total rise and fall in main road, - - - - -	2085 feet.
Total rise and fall in branch roads, - - - - -	
Shortest radius of curvature, with length of curve in main road, - - - - -	882 feet, 490 feet long.
Shortest radius of curvature, with length of curve in branch roads, - - - - -	
Total degrees of curvature in main road, - - - - -	6370 feet.
Total degrees of curvature in branch roads, - - - - -	
Total length of straight line in main road, - - - - -	62 935-1000 miles.
Total length of straight line in branches, - - - - -	
Aggregate length of wooden truss bridges, - - - - -	6,092½ feet.
Aggregate length of all other wooden bridges, - - - - -	
Aggregate length of iron bridges, - - - - -	
Whole length of road unfenced on both sides, - - - - -	
Number of public ways crossed at grade, - - - - -	111
Number of railroads crossed at grade, - - - - -	1
Remarks, - - - - -	
Way stations for express trains, - - - - -	1, West Brookfield.
Way stations for accommodation trains, - - - - -	24
Flag stations, - - - - -	2

Whole number of way stations, - - -	24	
Whole number of flag stations, - - -	2	
DOINGS DURING THE YEAR.		
Miles run by passenger trains, - - -	256,758	
Miles run by freight trains, - - -	453,111	
Miles run by other trains, - - -	58,895	
Total miles run, - - -		768,764
Number of passengers carried in the cars, - - -	467,086½	
Number of passengers carried one mile, - - -	21,941,398	
Number of tons of merchandise carried in the cars, - - -	261,269	
Number of tons of merchandise carried one mile, - - -	25,206,308	
Number of passengers carried one mile, to and from other roads, - - -	11,637,198	
Number of tons carried one mile, to and from other roads, - - -	18,305,108	
Rate of speed adopted for express passenger trains, including stops, - - -	35 miles per hour.	
Average rate of speed actually attained by express passenger trains, including stops and detentions, - - -	37 do do	
Rate of speed adopted for accommodation trains, - - -	28 miles, Wor. to Springfield.	
	22 do Springfield to Albany.	
Rate of speed actually attained by accommodation trains, including stops and detentions, - - -		
Average rate of speed actually attained by special trains, including stops and detentions, - - -		
Average rate of speed adopted for freight trains, including stops and detentions, - - -	15 miles.	
Estimated weight in tons, of passenger cars, (not including passengers,) hauled one mile, - - -	19,772,960	
Estimated weight in tons, of merchandise cars, (not including freight,) hauled one mile, - - -	46,000,500	
EXPENDITURES FOR WORKING THE ROAD.		
[Repairs of Albany and West Stockbridge Railroad, - - -	\$18,128	76
For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, - - -	44,192	97
For repairs of wooden bridges, - - -	17,932	81
For renewals of iron, including laying down, - - -	38,844	00
For wages of switchmen, av. per mo., \$26 00	Total,	
For wages of gate-keepers, av. per mo., \$		
For wages of signal men, av. per mo., \$		
For wages of watchmen, av. per mo., \$30 00		
Number of men employed, exclusive of those engaged in construction, - - -		
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) - - -	2,557	29
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - - -		
Total for maintenance of way, - - -		\$121,655 83
MOTIVE POWER AND CARS.		
For repairs of locomotives, - - -	47,123	59
For new locomotives, to cover depreciation, - - -		
For repairs of passenger cars, - - -	13,219	45
For new passenger cars, to cover depreciation, - - -	4,200	00
For repairs of merchandise cars, - - -	50,108	22
For new merchandise cars, to cover depreciation, - - -		
For repairs of gravel and other cars, - - -		
Total for maintenance of motive power and cars, - - -		114,651 26

Number of engines,	-	-	-	-	65
Number of passenger cars,	-	-	-	-	41
Number of baggage cars,	-	-	-	-	15
Number of merchandise cars,	-	-	-	-	856
Number of gravel cars,	-	-	-	-	50

MISCELLANEOUS.

For fuel used by engines during the year, viz.:

Wood,	-	-	-	-	\$118,990 85
Coal,	-	-	-	-	4,360 16

For oil used by cars and engines,	-	-	-	-	16,981 25
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For waste and other material for cleaning,	-	-	-	-	1,945 37
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For salaries, wages and incidental expenses, chargeable to passenger department,	-	-	-	-	175,327 27
For salaries, wages and incidental expenses, chargeable to freight department,	-	-	-	-	

For gratuities and damages,	-	-	-	-	10,132 83
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For taxes and insurance,	-	-	-	-	7,190 00
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For ferries,	-	-	-	-	1,667 41
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For repairs of station buildings, aqueducts, fixtures, furniture,	-	-	-	-	9,490 87
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For interest,	-	-	-	-	
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For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company,	-	-	-	-	
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For amount paid other companies, as rent for use of their roads, specifying each company,	-	-	-	-	
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For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses, not included in any of the foregoing items,	-	-	-	-	25,156 26
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Total miscellaneous,	-	-	-	-	\$371,242 27
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Total expenditures for working the road,	-	-	-	-	607,549 36
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INCOME DURING THE YEAR.

For passengers:—

1. On main road, including branches owned by company,	-	-	-	-	590,743 33
2. To and from other roads, specifying what,	-	-	-	-	

For freight:—					
---------------	--	--	--	--	--

1. On main road and branches owned by company,	-	-	-	-	256,571 93
--	---	---	---	---	------------

2. To and from other connecting roads,	-	-	-	-	490,948 73
--	---	---	---	---	------------

U. S. mails,	-	-	-	-	21,619 53
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Rents,	-	-	-	-	9,630 16
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Total income,	-	-	-	-	1,369,513 68
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Net earnings, after deducting expenses,	-	-	-	-	761,964 32
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DIVIDENDS.

[Interest,	-	-	-	-	286,857 33
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8 per cent. Total,	-	-	-	-	412,000 00
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Surplus not divided,	-	-	-	-	5,255 40
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Surplus last year,	-	-	-	-	290,855 39
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Total surplus,	-	-	-	-	122,029 69
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ESTIMATED DEPRECIATION BEYOND THE RENEW-

ALS, VIZ.:

Road and bridges,	-	-	-	-	
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Buildings,	-	-	-	-	27,000 00
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Engines and cars,	-	-	-	-	
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Accidents on Western Railroad, during the year ending Nov. 30, 1850:—

December 20, 1849.—Samuel Bates, brakeman, was killed by his head coming in contact with Tatham bridge, while standing on the freight cars while the train was in motion.

February 12, 1850.—An Irishman, name unknown, in endeavoring to get upon a freight train, in Palmer, while the train was in motion, fell between the cars. The train passed over him, and killed him instantly.

April 6.—James Ryan was run over by the train, while walking on the track, near Warren, and died within an hour of the time of the accident.

April 12.—Murty Shed, a laborer in the road repair department, was thrown from a hand car, and killed instantly.

June 17.—John Champney, aged 93 years, a passenger from Providence for the west, went on board of the passenger train, at the Worcester junction. In attempting to step from one platform of a passenger car to another, just as the train started, he fell between the two cars, on to the track. The train passed over his body, and killed him instantly.

June 27.—A man, named O. Mills, who was lying on the track, was run over by the express train, and killed instantly.

June 29.—John Monagle, engineer, was killed near Clappville, by the bursting of the boiler of the engine Erie.

August 31.—Timothy Donovan, employed on road repairs, was crushed between two freight cars, and killed, in the yard at Springfield. It is supposed that he was in a fit, as he was subject to them, and could not have helped seeing the cars had he been in his right mind.

September 9.—Col. J. S. Mumford, of New York, Miss Jane Roessle, of Albany, and Mr. J. H. Whittemore, of Leicester, Mass., were instantly killed, near Hinsdale depot, in consequence of the breaking of a car axle on the passenger car. Two or three others were slightly injured.

September 12.—A collision took place between a passenger and freight train, at the Westfield depot, caused by the neglect of the switchman at that station. Mr. Miller, of Westfield, had his leg broken. One other passenger was slightly hurt. The baggage master was also somewhat injured.

The statement made on the report, with regard to the surplus, requires explanation.

The return submitted last year, stated the surplus to be \$290,855 39

This amount exhibited the total amount of undivided earn-

ings on the Western Railroad, and included the amount

paid into the two sinking funds from that source, and

which has now been taken out, say - - - - 95,833 34

Leaving an active surplus in hands of the corporation, - 195,022 05

Brought forward,	\$195,022 05
The amount of Addison Ware's defalcation,	
was	\$51,524 04
Balance of errors and omissions, discovered	
in settling his books,	26,723 72
	<hr/> 78,247 76
So that the balance of the old surplus, at the close of the	
year ending November 30, 1850, was	116,774 29
And the surplus for this year, after paying \$50,000 into	
the sinking fund, and \$7,851 59 loss on Pittsfield and	
North Adams Road,	5,255 40
	<hr/> \$122,029 69

JOHN GARDNER,
ROBT. CAMPBELL,
A. H. BULLOCK,
WHITING GRISWOLD,
J. M. WILLIAMS,
JOSIAH STICKNEY,
MYRON LAWRENCE,
Directors.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. *January 30, 1851.*

Sworn to, before me,

ELLIS GRAY LORING, *Justice of the Peace.*

REPORT OF THE COMMISSIONERS OF THE SINKING FUND OF THE
WESTERN RAILROAD.

To the Honorable, the Senate and House of Representatives of the Commonwealth of Massachusetts :—

The Commissioners of the Sinking Fund of the Western Railroad Corporation, in compliance with the directions of the Statute of March 13, 1839, have the honor respectfully to submit the following report of their proceedings for the past year; also, the amount and condition of the said fund, and of the income of the several parts thereof.

The amount of the fund, on the 31st day of December, 1849, as per

Commissioners' Report of that date, was - - - \$541,841 00

There has been received, during the past year,—

Interest and dividends, - - - - \$27,242 00

Western Railroad Corporation, 1 per cent.

on \$4,000,000, - - - - 40,000 00

67,242 00

\$609,083 00

INVESTMENTS.

Cash on hand, - - - - - \$2,627 20

Notes and mortgages, - - - - - 254,372 89

Boston and Providence Railroad stock, 145 shares, - - 13,572 50

Worcester Railroad stock, 250 shares, - - - 27,397 67

Lowell Railroad stock, 44 shares, - - - 26,298 75

Old Colony Railroad stock, 100 shares, - - - 10,864 50

Massachusetts sterling fives, £6,200, - - - 28,957 49

Pittsfield and North Adams Railroad stock, 174 shares, - 16,992 00

City of Charlestown, note, - - - - 12,000 00

Boston and Worcester Railroad bonds, \$216,000, - - 216,000 00

\$609,083 00

INTEREST AND DIVIDENDS, ACCRUED TO DATE.

2 months interest on notes secured by mortgage, - - \$2,543 73

\$3 per share, on 145 shares Providence Railroad, - - 435 00

\$3 50 per share, on 250 shares Boston and Worcester Railroad, 875 00

\$20 per share, on 44 shares Lowell Railroad, - - - 880 00

\$3 per share, on 174 shares in the Pittsfield and North

Adams Railroad, - - - - - 522 00

3 months interest, accrued on £6,200, sterling 5's, - - 372 00

2 months interest on City of Charlestown note, - - 120 00

6 months interest on \$171,000 Boston and Worcester bonds,

the remaining \$45,000 being taken so as to draw in-

terest from January 1, 1851, - - - - 5,130 00

\$10,877 73

RECAPITULATION.

Investments, - - - - - \$609,083 00

Interest and dividends, accrued to date, - - - 10,877 73

Interest due and unpaid, - - - - 360 00

Total value, December 31, 1850, - - - \$620,320 73

The dividends on the Railroad Stocks, and the interest on the Railroad Bonds, have been paid since the date of this Report, and the money reinvested.

All of which is respectfully submitted,

EBENEZER BRADBURY,
STEPHEN FAIRBANKS,
Commissioners.

THIRTEENTH ANNUAL REPORT

OF THE

WEST STOCKBRIDGE RAILROAD COMPANY.

Return of the West Stockbridge Railroad, under the Act of May 1, 1849, ch. 191.

Capital stock,	-	-	-	-	-	\$39,600 00
Increase of capital since last report,	-	-	-	-	-	None.
Capital paid in per last report,	-	-	-	-	-	39,600 00
Capital paid in since last report,	-	-	-	-	-	None.
Total amount of capital stock paid in,	-	-	-	-	-	39,600 00
Funded debt, per last report,	-	-	-	-	-	
Funded debt paid since last report,	-	-	-	-	-	The corporation owes nothing.
Funded debt, increase of, since last report,	-	-	-	-	-	
Total present amount of funded debt,	-	-	-	-	-	
Floating debt, per last report,	-	-	-	-	-	
Floating debt paid since last report,	-	-	-	-	-	
Floating debt, increase of, since last report,	-	-	-	-	-	
Total present amount of floating debt,	-	-	-	-	-	
Total present amount of funded and floating debt,	-	-	-	-	-	
Average rate of interest per annum paid during the year,	-	-	-	-	-	
Maximum amount of debt for each month during the year, viz. : January, \$						
March, \$						
June, \$						
September, \$						
November, \$						
February, \$						
April, \$						
July, \$						
October, \$						
December, \$						
COST OF ROAD AND EQUIPMENT.						
For graduation and masonry, per last report,	-	-	-	-	-	Items cannot be stated. See last report.
For graduation and masonry paid during the past year,	-	-	-	-	-	
Total amount expended for graduation and masonry,	-	-	-	-	-	
For wooden bridges, per last report,	-	-	-	-	-	
For wooden bridges paid during the past year,	-	-	-	-	-	
Total amount expended for wooden bridges,	-	-	-	-	-	
Total amount expended for iron bridges, (if any,)	-	-	-	-	-	
For superstructure, including iron, per last report,	-	-	-	-	-	
For superstructure, including iron, paid during the past year,	-	-	-	-	-	
Total amount expended for superstructure, including iron,	-	-	-	-	-	
For stations, buildings and fixtures, per last report,	-	-	-	-	-	
For stations, buildings and fixtures, paid during the past year,	-	-	-	-	-	
Total amount expended for stations, buildings and fixtures,	-	-	-	-	-	
For land, land-damages and fences, per last report,	-	-	-	-	-	
For land, land-damages and fences, paid during the past year,	-	-	-	-	-	

Total amount expended for land, land-damages and fences, - - -	-
For locomotives, per last report, - - -	-
For locomotives, paid during the past year, -	-
Total amount expended for locomotives, -	-
For passenger and baggage cars, per last report, -	-
For passenger and baggage cars, paid during the past year, - - -	-
Total amount expended for passenger and baggage cars, - - -	-
For merchandise cars, per last report, - - -	-
For merchandise cars, paid during the past year, -	-
Total amount expended for merchandise cars, -	-
For engineering, per last report, - - -	-
For engineering, paid during the past year, -	-
Total amount expended for engineering, - - -	-
For agencies and other expenses, per last report, -	-
For agencies and other expenses, paid during the past year, - - -	-
Total amount expended for agencies and other expenses, - - -	-
Total cost of road and equipment, - - -	\$41,516 29

CHARACTERISTICS OF ROAD.

Length of road, - - -	2½ miles.
Length of single main track, - - -	Same.
Length of double main track, - - -	None.
Length of branches owned by the company, stating whether they have a single or double track, -	None.
Aggregate length of sidings and other tracks, excepting main track and branches, - - -	-
Weight of rail per yard in main road, - - -	53 lbs.
Weight of rail per yard in branch roads, -	-
Specify the different weights per yard, - - -	-
Maximum grade, with its length in main road, -	-
Maximum grade, with its length in branch roads, -	-
Total rise and fall in main road, - - -	-
Total rise and fall in branch roads, - - -	-
Shortest radius of curvature, with length of curve in main road, - - -	-
Shortest radius of curvature, with length of curve in branch roads, - - -	-
Total degrees of curvature in main road, - - -	-
Total degrees of curvature in branch roads, -	-
Total length of straight line in main road, - - -	-
Total length of straight line in branches, - - -	-
Aggregate length of wooden truss bridges, - - -	-
Aggregate length of all other wooden bridges, -	-
Aggregate length of iron bridges, - - -	-
Whole length of road unfenced on both sides, -	-
Number of public ways crossed at grade, - - -	4
Number of railroads crossed at grade, - - -	None.
Remarks, - - -	-
Way stations for express trains, - - -	None.
Way stations for accommodation trains, - - -	None.
Flag stations, - - -	None.
Whole number of way stations, - - -	None.
Whole number of flag stations, - - -	None.

DOINGS DURING THE YEAR.

Miles run by passenger trains,	-	-	-
Miles run by freight trains,	-	-	-
Miles run by other trains,	-	-	-
Total miles run,	-	-	-
Number of passengers carried in the cars,	-	-	-
Number of passengers carried one mile,	-	-	-
Number of tons of merchandise carried in the cars,	-	-	-
Number of tons of merchandise carried one mile,	-	-	-
Number of passengers carried one mile, to and from other roads,	-	-	-
Number of tons carried one mile, to and from other roads,	-	-	-
Rate of speed adopted for express passenger trains, including stops,	-	-	-
Average rate of speed actually attained by express passenger trains, including stops and detentions,	-	-	-
Rate of speed adopted for accommodation trains,	-	-	-
Rate of speed actually attained by accommodation trains, including stops and detentions,	-	-	-
Average rate of speed actually attained by special trains, including stops and detentions,	-	-	-
Average rate of speed adopted for freight trains, including stops and detentions,	-	-	-
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile,	-	-	-
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,	-	-	-

Items cannot be stated for want of returns by lessees.

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron,	-	-	-
For repairs of wooden bridges,	-	-	-
For renewals of iron, including laying down,	-	-	-
For wages of switchmen, av. per mo.,	\$		
For wages of gate-keepers, av. per mo.,	\$		
For wages of signal men, av. per mo.,	\$		
For wages of watchmen, av. per mo.,	\$		
Number of men employed, exclusive of those engaged in construction,	-	-	-
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	-	-	-
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	-	-	-
Total for maintenance of way,	-	-	-

The road being used by two other companies and no separate account kept, no return can be made.

MOTIVE POWER AND CARS.

For repairs of locomotives,	-	-	-
For new locomotives, to cover depreciation,	-	-	-
For repairs of passenger cars,	-	-	-
For new passenger cars, to cover depreciation,	-	-	-
For repairs of merchandise cars,	-	-	-
For new merchandise cars, to cover depreciation,	-	-	-
For repairs of gravel and other cars,	-	-	-
Total for maintenance of motive power and cars,	-	-	-
Number of engines,	-	-	-
Number of passenger cars,	-	-	-
Number of baggage cars,	-	-	-
Number of merchandise cars,	-	-	-
Number of gravel cars,	-	-	-

We have no locomotives or cars.

MISCELLANEOUS.					
For fuel used by engines, during the year, viz.:					
Wood,	-	-	-	-	-
Coal,	-	-	-	-	-
For oil used by cars and engines,					
For waste and other material for cleaning,					
For salaries, wages and incidental expenses, charge-					
able to passenger department,	-	-	-	-	-
For salaries, wages and incidental expenses, charge-					
able to freight department,	-	-	-	-	-
For gratuities and damages,					
For taxes and insurance,					
For ferries,					
For repairs of station buildings, aqueducts, fixtures,					
furniture,	-	-	-	-	-
For interest,					
For amount paid other companies, in tolls for passen-					
gers, and freight carried on their roads, specifying					
each company,	-	-	-	-	-
For amount paid other companies, as rent for use of					
their roads, specifying each company,	-	-	-	-	-
For salaries of president, treasurer, superintendent,					
law expenses, office expenses of the above offices,					
and all other expenses not included in any of the					
foregoing items,	-	-	-	-	\$25 70
Total miscellaneous,	-	-	-	-	-
Total expenditures for working the road,	-	-	-	-	-
INCOME DURING THE YEAR.					
<i>For passengers:—</i>					
1. On main road, including branches owned by					
company,	-	-	-	-	-
2. To and from other roads, specifying what,					
<i>For freight:—</i>					
1. On main road and branches owned by company,					
2. To and from other connecting roads,					
U. S. mails,	-	-	-	-	-
Rents,	-	-	-	-	1,823 91
Total income,	-	-	-	-	-
Net earnings, after deducting expenses,	-	-	-	-	1,798 21
DIVIDENDS.					
4½ per cent. Total,	-	-	-	-	1,782 00
Surplus not divided,	-	-	-	-	None.
Surplus last year,	-	-	-	-	-
Total surplus,	-	-	-	-	-
ESTIMATED DEPRECIATION BEYOND THE RENEW-					
ALS, VIZ.:					
Road and bridges,	-	-	-	-	To be kept in repair by les-
Buildings,	-	-	-	-	
Engines and cars,	-	-	-	-	

The Directors of the West Stockbridge Railroad Corporation refer to their twelfth annual report, (Senate Doc. 1850, No. 30,) for reasons why they are unable to make more complete returns.

SYLVESTER SPENCER,
THOMAS CONE,
SEDGWICK S. COLE,
ERASTUS CROCKER,
HENRY W. TAFT,

Directors.

BERKSHIRE, ss. *January 23, 1851.* Then the above named Sylvester Spencer, Thomas Cone, Sedgwick S. Cole, Erastus Crocker, and Henry W. Taft, made oath that the above certificate, by them subscribed, is, according to their best knowledge and belief, true. Before me,

WILLIAM BACON, *Justice of the Peace.*

SIXTH ANNUAL REPORT
OF THE
WORCESTER AND NASHUA RAILROAD
COMPANY.

To the Honorable Senate and House of Representatives of the Commonwealth of Massachusetts, in General Court assembled :

The Directors of the Worcester and Nashua Railroad Company respectfully present the sixth annual report of the affairs of the corporation, and the operations of the railroad in the past year, in the accompanying return, made according to the requirements of the law. The statements under the head of the number of miles run by the trains, the number of passengers carried in the cars, and the number of tons of freight, are approximated as near to correctness as is possible. The other statements are believed to be accurate.

Four serious personal accidents have occurred on this railroad in the past year.

May 8.—Patrick Hooper, an Irishman, aged about 35 years, temporarily employed as a brakeman, being heedless of the caution of the conductor against unnecessary exposure by standing on the cars, was killed by coming in contact with a bridge near Oakdale.

May 18.—Warren Hammond, of Worcester, a brakeman, was killed in leaning from the platform of a car as it passed through a bridge.

August.—Knight, of West Boylston, in attempting to enter the cars while in motion, in spite of the warnings and efforts of the conductor to prevent it, grasped the railing of the first car and was thrown under it. The train was slackening speed, at the time, to take him on board, and stopped entirely before the whole train had passed over him. He has since recovered.

September 12.—French, a deaf mute, while walking on the track in Hollis, was struck by the engine and killed. When it was observed that he took no notice of the bell and whistle, every effort was made to stop the train, but this could not be effected till it had passed, after it struck him, to a distance nearly equal to the length of the train.

Since the opening of this railroad there have been no collisions of

trains on the road, and the instance mentioned above is the only one in which injury has been received by a passenger.

STEPHEN SALISBURY,
GEO. T. RICE,
THOS. CHASE,
JACOB FISHER,
NATH'L P. SMITH,
ISAAC DAVIS,

Worcester and Nashua Railroad Office,
Worcester, 11th January, 1851.

Directors.

Return of the Worcester and Nashua Railroad, under the Act of May 1, 1849, chap. 191, for the year ending 30th November, 1850.

Capital stock, [allowed by charter,]	-	-	\$1,800,000 00
Increase of capital since last report,	-	-	
Capital paid in per last report,	-	-	1,132,472 92
Capital paid in since last report,	-	-	8,760 52
[Deduct stock taken back from Norwich and Wor. R.]			1,141,233 44
			171,573 67
Total amount of capital stock paid in,	-	-	969,659 77
Funded debt, per last report,	-	-	262,500 00
Funded debt paid since last report,	-	-	52,000 00
Funded debt, increase of, since last report,	-	-	157,500 00
Total present amount of funded debt,	-	-	368,000 00
Floating debt, per last report,	-	-	67,564 54
Floating debt paid since last report,	-	-	53,414 28
Floating debt, increase of, since last report,	-	-	35,437 25
Total present amount of floating debt,	-	-	49,587 51
Total present amount of funded and floating debt,	-	-	417,587 51
Average rate of interest per annum paid during the year,	-	-	
Maximum amount of debt for each month during the year, viz.: January, \$344,472 06; February, \$345,861 34; March, \$342,141 52; April, \$337,360 63; May, \$465,633 89; June, \$467,419 97; July, \$453,460 42; August, \$442,374 46; September, \$432,362 91; October, \$432,347 26; November, \$417,587 51; December, 1849, \$330,273 93.			
COST OF ROAD AND EQUIPMENT.			
For graduation and masonry, per last report,	-	-	449,832 01
For graduation and masonry paid during the past year,	-	-	2,674 84
Total amount expended for graduation and masonry,	-	-	452,506 85
For wooden bridges, per last report,	-	-	12,335 35
For wooden bridges paid during the past year,	-	-	
Total amount expended for wooden bridges,	-	-	12,335 35
Total amount expended for iron bridges, (if any,)	-	-	
For superstructure, including iron, per last report,	-	-	420,876 29
For superstructure, including iron, paid during the past year,	-	-	

Total amount expended for superstructure, including iron, - - - - -		\$420,424 49
For stations, buildings and fixtures, per last report, -	\$54,707 21	
For stations, buildings and fixtures, paid during the past year, - - - - -	7,061 88	
Total amount expended for stations, buildings and fixtures, - - - - -		61,769 09
For land, land-damages and fences, per last report, -	185,725 86	
For land, land-damages and fences, paid during the past year, - - - - -	4,259 16	
Total amount expended for land, land-damages and fences, - - - - -		189,985 02
For locomotives, per last report, - - - - -	50,208 73	
For locomotives, paid during the past year, - - - - -	201 70	
Total amount expended for locomotives, - - - - -		50,410 43
For passenger and baggage cars, per last report, -	17,596 00	
For passenger and baggage cars, paid during the past year, - - - - -	16 71	
Total amount expended for passenger and baggage cars, - - - - -		17,612 71
For merchandise cars, per last report, - - - - -	48,402 98	
For merchandise cars, paid during the past year, - - - - -	397 83	
Total amount expended for merchandise cars, - - - - -		48,800 81
For engineering [and other expenses,] per last report, -	121,842 64	
For engineering [and other expenses, including discount on bonds, past year,] - - - - -	34,510 27	
Total amount expended for engineering, [and other expenses,] - - - - -		156,352 91
For agencies and other expenses, per last report, -		
For agencies and other expenses, paid during the past year, - - - - -		
Total amount expended for agencies and other expenses, - - - - -		
Total cost of road and equipment, - - - - -		1,410,197 66

CHARACTERISTICS OF ROAD.

Length of road, - - - - -	45 69-100 miles.
Length of single main track, - - - - -	45 69-100 miles.
Length of double main track, - - - - -	
Length of branches owned by the company, stating whether they have a single or double track, -	
Aggregate length of sidings and other tracks, excepting main track and branches, - - - - -	4 936-5280 miles.
Weight of rail per yard in main road, - - - - -	57½ lbs.
Weight of rail per yard in branch roads, - - - - -	
Specify the different weights per yard, - - - - -	
Maximum grade, with its length in main road, -	48 48-100 feet for 3 44-100 miles, except terminus at Worcester, 52 8-10 feet for 800 feet, and at Nashua, 49 632-1000 feet for 3100 feet.
Maximum grade, with its length in branch roads, -	
Total rise and fall in main road, - - - - -	1151 31-100 feet.
Total rise and fall in branch roads, - - - - -	
Shortest radius of curvature, with length of curve in main road, - - - - -	1146 feet for 86-100 mile, excepting curve at Groton Centre, and terminus at Worcester.

Shortest radius of curvature, with length of curve in branch roads, - - - -	
Total degrees of curvature in main road, - -	2110° 47'.
Total degrees of curvature in branch roads, - -	
Total length of straight line in main road, - -	31 miles.
Total length of straight line in branches, - -	
Aggregate length of wooden truss bridges, - -	559 feet.
Aggregate length of all other wooden bridges, - -	335 feet.
Aggregate length of iron bridges, - - - -	
Whole length of road unfenced on both sides, - -	
Number of public ways crossed at grade, - -	49
Number of railroads crossed at grade, - -	3
Remarks, - - - - -	
Way stations for express trains, - - - -	
Way stations for accommodation trains, - - - -	
Flag stations, - - - - -	
Whole number of way stations, - - - -	13
Whole number of flag stations, - - - -	2

DOINGS DURING THE YEAR.

Miles run by passenger trains, - - - -	88,366	
Miles run by freight trains, - - - -	30,870	
Miles run by other trains, - - - -	7,934	
Total miles run, [not including 9119 miles run by W. and N. engines on Fitch. and Wor. Railroad,]		127,170
Number of passengers carried in the cars, - -	186,723	
Number of passengers carried one mile, - -	2,871,123	
Number of tons of merchandise carried in the cars, - -	57,547	
Number of tons of merchandise carried one mile, - -	1,558,136	
Number of passengers carried one mile, to and from other roads, - - - -		
No. of tons carried one mile, to and from other roads, - -	670,810	
Rate of speed adopted for express passenger trains, including stops, - - - -		
Average rate of speed actually attained by express passenger trains, including stops and detentions, - -		
Rate of speed adopted for accommodation trains, - -	23 miles per hour.	Speed varies from 23 to 30 miles per hour, including stops, according to the necessity of waiting for trains of various roads, and making connections with trains of other roads.
Rate of speed actually attained by accommodation trains, including stops and detentions, - -		
Average rate of speed actually attained by special trains, including stops and detentions, - - - -		
Average rate of speed adopted for freight trains, including stops and detentions, - - - -		10 miles per hour.
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, - -	2,500,224	
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, - - - -	3,429,359	

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewals of iron, - -	\$8,526 13	
For repairs of wooden bridges, - - - -	39 03	
For renewals of iron, including laying down, - -		
For wages of switchmen, av. per mo., \$	Total, 1,880 12	
For wages of gate-keepers, av. per mo., \$		
For wages of signal-men, av. per mo., \$		
For wages of watchmen, av. per mo., \$		

Number of men employed, exclusive of those engaged in construction, - - -	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) - - -	\$39 76 *
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - - -	5 67
Total for maintenance of way, - - -	\$10,490 71

MOTIVE POWER AND CARS.

For repairs of locomotives, - - -	7,882 92
For new locomotives to cover depreciation, - - -	
For repairs of passenger cars, - - -	2,619 40
For new passenger cars, to cover depreciation, - - -	
For repairs of merchandise cars, - - -	2,337 90
For new merchandise cars, to cover depreciation, - - -	
For repairs of gravel and other cars, - - -	323 63
Total for maintenance of motive power and cars, - - -	13,163 85
Number of engines, - - -	7
Number of passenger cars, - - -	6
Number of baggage cars, - - -	5
Number of merchandise cars, - - -	125, counting 8 wheels as 2
Number of gravel cars, - - -	20 [cars.]

MISCELLANEOUS.

For fuel used by engines during the year, viz., - - -	17,989 65
Wood, - - -	
Coal, - - -	
For oil used by cars and engines, - - -	1,889 86
For waste and other material for cleaning, - - -	278 73
For salaries, wages and incidental expenses chargeable to passenger department, - - -	11,789 20
For salaries, wages and incidental expenses chargeable to freight department, - - -	10,346 45
For gratuities and damages, - - -	35 00
For taxes and insurance, - - -	628 12
For ferries, - - -	
For repairs of station buildings, aqueducts, fixtures, furniture, - - -	762 48
For interest, - - -	21,038 43
For amount paid other companies, in tolls for passengers, and freight carried on their roads, specifying each company, - - -	
For amount paid other companies, as rent for use of their roads, specifying each company, - - -	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - -	7,689 78
Total miscellaneous, - - -	72,447 70
Total expenditures for working the road, - - -	96,102 26

INCOME DURING THE YEAR.

For passengers:—

1. On main road, including branches owned by company, - - - 86,217 35
2. To and from other roads, specifying what, - - -

For freight:—

1. On main road and branches owned by company, 51,127 16
2. [Express,] - - - 1,500 00

* This item embraces only wages of extra men employed in shoveling snow, &c.

U. S. mails, - - - - -	\$2,132 27	
Rents, - - - - -	1,976 52	
[Miscellaneous,] - - - - -	1,485 30	
Total income, - - - - -		\$144,438 60
Net earnings, after deducting expenses, - - -		48,336 84
DIVIDENDS.		
2½ per cent. Total, [on 12,676 shares,] - - -		28,521 00
Surplus [of last six months] not divided, - - -	3,958 79	
Surplus last year, - - - - -	Was applied to debts.	
Total surplus, - - - - -		
ESTIMATED DEPRECIATION BEYOND THE RENEW-		
ALS, VIZ.:		
Road and bridges, - - - - -		
Buildings, - - - - -		
Engines and cars, - - - - -		

WORCESTER, ss. *January 11, A. D. 1851.* Then personally appeared the before-named Stephen Salisbury, George T. Rice, Thomas Chase, Jacob Fisher, Nathaniel P. Smith, and Isaac Davis, and severally made oath that the foregoing report, by them subscribed, is true, according to their best knowledge and belief. Before me,

WM. S. BARTON, *Justice of the Peace.*

We, the subscribers, Commissioners of the Worcester and Nashua Railroad Company, appointed by the Governors of the States of Massachusetts and New Hampshire, having examined the foregoing report, believe it to be correct, and approve the same.

A. H. BULLOCK,
Commissioner for Massachusetts.

ISAAC HUNT,
Commissioner for New Hampshire.

At a meeting of the Commissioners of the Worcester and Nashua Railroad Company, at the office of the company, in Worcester, on the 17th day of January, A. D. 1851, for the purpose of investigating the accounts and expenditures made by said company, and for deciding what sums of expenditure, made by said company, are applicable to that part of said road, lying in the State of Massachusetts, and also what part is chargeable to that portion of the road lying in the state of New Hampshire; and, having examined the accounts of said company, we find that the total expenditures for construction, to the 30th of November, 1850, inclusive, is - - - - - \$1,410,197 66

Of this amount, the cost of construction and equipment, we apportion as follows, viz. :—

To Massachusetts,	-	-	-	-	\$1,282,691 04	
To New Hampshire,	-	-	-	-	127,506 62	
					<hr/>	\$1,410,197 66

RECEIPTS.

The whole amount of receipts, from December 1, 1849, to November 30, 1850, inclusive, were as follows, viz. :—

For transportation of passengers,	-	-			\$86,217 35	
For transportation of merchandise,	-				51,127 16	
For mail service,	-	-	-	-	2,132 27	
For rents,	-	-	-	-	1,976 52	
For express,	-	-	-	-	1,500 00	
For miscellaneous receipts,	-	-	-	-	1,485 30	
					<hr/>	\$144,438 60

Of which amount, we apportion as follows, viz. :—

Massachusetts,	-	-	-	-	\$123,479 35	
New Hampshire,	-	-	-	-	20,959 25	
					<hr/>	\$144,438 60

EXPENSES.

Maintenance of way,	-	-	-	-	\$8,526 13	
Repairs of locomotives,	-	-	-	-	7,882 92	
Repairs of passenger cars,	-	-	-	-	2,619 40	
Repairs of merchandise cars,	-	-	-	-	2,337 90	
Repairs of gravel and other cars,	-	-	-	-	323 63	
Repairs of bridges,	-	-	-	-	39 03	
Wages switchmen, watchmen, &c.,	-				1,880 12	
Removing snow and ice,	-	-	-	-	39 76	
Repairs of fences,	-	-	-	-	5 67	
Fuel,	-	-	-	-	17,989 65	
Oil and tallow,	-	-	-	-	1,889 86	
Waste,	-	-	-	-	278 73	
Passenger expenses,	-	-	-	-	11,789 20	
Freight,	-	-	-	-	10,346 45	
Gratuities and damages,	-	-	-	-	35 00	
Taxes and insurance,	-	-	-	-	628 12	
Repairs of buildings, &c.,	-	-	-	-	762 48	
Interest paid on debt of the company,	-				21,038 43	
General expenses, including salaries,	-				7,689 78	
					<hr/>	\$96,102 26

The above amount we apportion as follows, viz. :—

To Massachusetts,	-	-	-	-	\$82,157 02	
To New Hampshire,	-	-	-	-	13,945 24	
					<hr/>	\$96,102 26

The whole length of the road is 45 69-100 miles.

That part lying in Massachusetts, is 39 6-100 miles.

That part lying in New Hampshire, is 6 63-100 miles.

Said commissioners also find, on examining the books of said company, said corporation have kept separate accounts of the expenditures in Massachusetts and New Hampshire, respectively, agreeable to the act of said State of Massachusetts, creating the Worcester and Nashua Railroad Company, and the act of the state of New Hampshire, uniting the Nashua and Groton Railroad Corporation with the Worcester and Nashua Railroad Company.

All of which is respectfully submitted,

A. H. BULLOCK,

Commissioner for Massachusetts.

ISRAEL HUNT,

Commissioner for New Hampshire.

I N D E X.

1. Berkshire Railroad,	page 1
2. Boston, Barre and Gardner,	6
3. Boston and Lowell,	7
4. Boston and Maine,	18
5. Boston and Providence,	24
6. Boston and Worcester,	28
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SENATE....No. 15.

MESSAGE.

COUNCIL CHAMBER, January 24, 1850.

To the Honorable Senate :

I transmit to the Senate, for the use of the Legislature, the Report of the Commissioner, appointed under the Resolve of 1849, chap. 94, relating to railroads crossing each other, in the vicinity of Boston, with accompanying plans.

GEORGE N. BRIGGS.

Commonwealth of Massachusetts.

To His Excellency, GEORGE N. BRIGGS, Governor of Massachusetts.

SIR,—Your commission to perform the duties pointed out in the resolution of the Legislature at its last session, relative to railroads crossing each other in the vicinity of Boston, has received as much attention as it was in my power to give; and such assistance as seemed necessary to enable me to ascertain the facts and prepare the plans required, has been employed.

It has proved to be a work of more difficulty and labor, than was at first supposed, and this must be my apology for not being ready quite so soon as the resolution quoted in the commission required.

There are three such railroad crossings in the vicinity of Boston; first, that of the Boston and Worcester, and the Boston and Providence; second, that of the Boston and Lowell, and the Fitchburg; third, that of the Maine, and the Fitchburg.

One of the most obvious plans for avoiding these crossings, would be to make an exchange of depots between the Boston and Worcester, and the Boston and Providence; and to make an entirely new terminus for the Fitchburg, say, somewhere between the Canal and the West Boston Bridges. Were all these railroads owned by the State, or controlled by a common interest, such an arrangement might easily be effected, and would accommodate the wants of the community generally, quite as well as the present one. But, in the absence of any such common interest, and in view of the great difficulty there would be in making such transfers of property as would be necessary, it appears useless at present, for want both of time and means of obtaining reliable information, to attempt to say, whether such an arrangement could be made or not, and if so,

on what terms. The necessity, too, of the Boston and Worcester, and the Fitchburg railroads, having access for their heavy, and continually increasing freight business, to navigable tide water, would render a transfer of depots exceedingly objectionable. This difficulty might be avoided by letting the freight go where it now does, and merely changing the passenger stations; but such an arrangement could not work well in practice, as it would be very difficult, if not impossible, to maintain sufficient harmony among the agents and subordinates of two distinct companies, thus situated with regard to each other.

Attention has principally been directed to such a plan as would meet the object of the resolution, and at the same time be free from the objections already mentioned. It is to make, at each crossing, one railroad pass over the other.

Beginning with the crossing of the Boston and Worcester, and the Boston and Providence railroads, it is found, that the Boston and Worcester may be made to pass over the Boston and Providence, or the Boston and Providence to pass over the Boston and Worcester. In either case, the road passing under, might be depressed a little below its present level, without getting below the highest stages of water in the Back Bay. The road passing over, should be raised not less than sixteen feet.

At present, many of the road bridges on the Boston and Worcester Railroad, have a clear space of only fourteen feet above the track; and when they were first built, this was considered quite sufficient; but subsequent experience has painfully demonstrated, by the loss of several lives, that it is not. For this reason, it would be inconsistent to attempt to avoid one source of danger, which does not appear to have caused the loss of a single life yet (in this vicinity at least), by adopting a bridge of only fourteen feet clear height above the track. The accompanying estimates are for bridges of sixteen feet clear height; but seventeen feet would be better, and avoid all danger, as freight cars are now constructed.

In view of these considerations, and of the fact that the Boston and Worcester Railroad could not be taken over the Boston and Providence, at an elevation of more than twelve feet, and under the Tremont street bridge, without exceeding its maximum grade, it would be decidedly better to take the Boston and

Providence over the Boston and Worcester, at an elevation of sixteen or seventeen feet, which could be done without exceeding the maximum grade of the Boston and Providence road.

There does not seem to be any difficulty of a physical or mechanical nature, in avoiding the present crossing of the Boston and Lowell and the Fitchburg roads. The change could easiest and most equitably be made, by depressing the Fitchburg twelve feet, and raising the Boston and Lowell six feet, at the crossing; thus allowing two feet for bridge timbers and track, besides a clear space of sixteen feet for trains. This would involve the necessity of doubling the present maximum grade of the Boston and Lowell road outward; but even then, it would not exceed twenty feet per mile, which is about one half the maximum grade of any other railroad out of Boston. Besides, as the proposed steep grade would only be three thousand one hundred and sixty-eight feet in length, and commences near the engine house, it would be very easy, in case it should ever be needed (which is very doubtful), to put on an assistant engine for that short distance. The probability is, that the loss occasionally, of two to three minutes time, in the passage of a freight train, is all the loss that would ever be sustained.

The crossing of the Fitchburg and the Maine roads, could easiest be avoided by depressing the former, say, 4.3 feet, and raising the latter 13.7 feet. The Fitchburg ought not to be depressed more than about four feet, on account of the streets near this crossing; and on account of the danger of submerging them and the railroad at high tides. This plan would not involve the necessity of exceeding the maximum grade of either of these roads; or of raising their engine houses, or other important buildings.

While making the changes necessary to carry out the plan herein proposed for avoiding the crossings of railroads by each other in this vicinity, it would be necessary to provide for the uninterrupted accommodation of the regular daily business of each road. This, of course, would be attended with trouble and expense, that would not have been encountered in the first construction of these roads, had they never been allowed to cross each other on a level.

It is proposed to provide for the business of the Boston and Providence road, during the time of making the changes, by

a temporary track from A, (see the plan), across the Boston and Worcester road, at B to C.

After completing the temporary track, it would be necessary to pass the business of the Boston and Providence road over it, till the completion of the change on the permanent line, which could, after the completion of the temporary track, be effected with great despatch, all necessary preparation and collection of materials having previously been made. Before commencing the bridge at the crossing, it would be necessary to depress the Boston and Worcester road, so as to conform to the grade line B D E; but this could be done in a few days, with but little, if any, interference with the constant use of both tracks.

The business of the Boston and Lowell and the Fitchburg road, while making the proposed change, could be provided for by first raising the Boston and Lowell road gradually to the grade line E G H (see profiles,) then building a temporary track from F on the Fitchburg road, through G on the Boston and Lowell road, to K on the Fitchburg road, and then passing the business of the Fitchburg road on the temporary track. This done, the remainder of the proposed change in the Boston and Lowell road, should be gradually made so as not seriously to interfere with the business of the road. In the meanwhile, the Fitchburg road could be depressed to the new grade. It would be necessary to put a temporary trestle bridge under the Boston and Lowell road at the crossing, and upon the level of the new grade of the Fitchburg, and this would have to be raised gradually, till the Boston and Lowell road should attain its new grade, I E H. Then a permanent stone bridge might be built under the Boston and Lowell road, and the business of the Fitchburg road restored to its proper channel.

The business of the Maine and the Fitchburg roads, during the making of the contemplated change at the crossing, it is proposed to provide for, by building a temporary track from L on the Maine road, through M on the Fitchburg, to N on the Maine road again. Then the travel of the Maine road should be made to pass over the temporary track, and the Fitchburg depressed, one track at a time, so as not to interfere with the business of the road, to the new grade M O P. While this is under way, the raising of the permanent tracks of the Maine road should be carried on energetically, and the bridge at the

crossing commenced as soon as the depression of the Fitchburg road could be completed, care being taken beforehand to have all necessary materials and machinery provided.

The estimated cost of avoiding the crossing of the Boston and Worcester and the Boston and Providence railroads on the same level is, exclusive of all damages to land or water rights, \$68,860 00. That of the Boston and Lowell and Fitchburg roads is \$34,402 83. And that of the Maine and the Fitchburg roads, is \$94,970 42. The details of these estimates will be found annexed to this paper.

No attempt has been made to estimate the amount of damage to land or water rights, because it would be impossible to arrive at it with any degree of certainty or satisfaction. The raising of the Boston and Providence road by an embankment, which would necessarily involve widening its present base, and thus filling up more of the Empty Basin than is now occupied by that road, would most likely be considered as affecting the prospective value of lands in the Back Bay. These lands must, at no distant day, be laid out into streets and lots, and brought into market. Any change in the Boston and Providence Railroad, that would retard this movement, would affect the value of these lands. The proposed elevation of this road above its present level would, no doubt, be considered an injury, in consequence of making it more expensive to grade the streets and fill up the lots to suit the streets when graded.

The raising of the Boston and Lowell and depressing the Fitchburg roads could not do much injury to property along the lines of these roads; still, there would, no doubt, be some claims for damages of this kind.

The change of the crossing of the Maine and the Fitchburg roads could not materially affect the value of any property along them, except on the streets at and near the crossing, which would, for a few rods each way, be lowered in consequence of the depression of the Fitchburg road.

The foregoing estimated amounts would not be entirely lost, however, were the several railroad companies required to make the proposed changes. The crossings, as at present constructed, are not only dangerous, but expensive to maintain. The one on the Boston and Worcester and Boston and Providence roads costs, in repairs and renewals, about \$300 per annum. Besides,

it is a cause of more injury to engine and car wheels, probably, than any other place, if not miles of track, on either of the roads. It would be difficult to estimate the amount of damage from this source; for accidents happening on other, and sometimes distant parts of these roads, are probably the result of injuries received at this crossing.

The same reasoning will apply to the crossing of the Boston and Lowell, and the Fitchburg roads, with the additional item of the annual cost of a watchman, to give warning of approaching trains.

As there is, at the crossing of the Maine and Fitchburg roads, a passenger station, and as the trains seldom pass it at their highest speed, the necessity of keeping a special watchman other than the agent at the station, is in part avoided; and the engine, and cars are probably injured less than at either of the other railroad crossings. Still, in principle, if not in degree, the same reasoning may be applied to the cost of maintaining this crossing, and to the injury it does to the trains passing over it.

Having now proposed a plan by which the crossings of railroads by each other in the vicinity of Boston, might be avoided, and given some idea of the probable cost, exclusive of damage to land and water rights, the duties of your commissioner do not, perhaps, require him to go any further. But it may not be improper to make a few additional suggestions.

The proposed changes would doubtless relieve the travelling community from the dangers to which they are now exposed; but it is by no means certain that they might not subject others than passengers in the cars, to serious inconveniences, if not actual dangers. The elevation of a railroad in a city, or densely populated district, by means of an embankment or other solid structure, would, whenever it might be less than twelve feet in height, above the ordinary grades of the streets, prevent the construction of bridges under it; and be entirely too high to bridge over. The crossing of railroads and streets, or common roads, on the same level, must ever be attended with danger and inconvenience. The danger is greatly diminished, by having flagmen and gates at such places; still the safety of passers is dependent upon the faithfulness of those who attend the gates, and there is a possibility of failure in this respect. The inconvenience must increase with the amount of business

on the railroads and streets, especially in the case of trains being stopped accidentally or intentionally across the streets, when it may become very annoying. Any plan, therefore, that would require more prospective crossings of railroads and streets on the same level, or render more difficult the alteration of those already existing, would so far be objectionable.

These remarks apply with but little force against the proposed change at the crossing of the Boston and Lowell and the Fitchburg Railroads; but with considerable, against those of the Boston and Worcester and the Boston and Providence, and of the Maine and the Fitchburg.

Were the proposed alteration of the crossing of the Maine and the Fitchburg Roads actually made, it would be both unsightly and inconvenient. Unsightly, because of the barrier the Maine Railroad would form between the lands on the two sides of it; and inconvenient because of the passenger station there, which must be either too high for one road, or too low for the other. For these reasons, and in consequence of the heavy expense that would necessarily attend the proposed alteration, it is believed that the dangers which may arise from this crossing as it now is, might be done away with almost entirely, by requiring every train on both roads, and in both directions, to come to a dead stand at the crossing. It would be impossible then to pass it at a dangerous speed; and the injury now done at that point, by the rapid motion of the trains, to the locomotives and cars, might be very nearly if not entirely avoided. Such a remedy would no doubt be very annoying to the railroad companies, and it is very probable that the passengers themselves would complain of it, in consequence of the slight and apparently unnecessary detention it would frequently require. Still, if all danger from this crossing is to be avoided, it can only be done by such an arrangement; or by the more expensive plan of making one road bridge over the other; or, by a change of depots, which would probably be exceedingly difficult to effect.

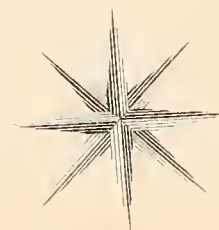
No attempt, as you will perceive, has been made to show how much each company ought to pay, in case the suggested plans should be carried out, and it should be understood that the estimates themselves are not recommended to govern in this respect.

In conclusion, it may be said that the whole subject of avoiding these crossings is a very perplexing one. The extent of the

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F R Y

Worcester Railroad

PROVIDENCE T. & M. RAILROAD

B o s t o n

PROVIDENCE R. ROAD DEPOT

CHARLES STREET

BEACON STREET

WEST BOSTON BRIDGE

GENERAL BRIDGE

BOSTON AND LOWELL R. ROAD DEPOT

BOSTON AND LOWELL R. ROAD DEPOT

PRISON POINT BRIDGE

South Third Street

N Third St

Carthage St

Bridge St

RAILROAD

RAILROAD

RAILROAD

RAILROAD

RAILROAD

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RAIL-ROAD
CROSSINGS AND TERMINI,
in the vicinity of
BOSTON.

Compiled under the direction of the Commissioner appointed by the Governor to report upon a plan or plans for avoiding said Crossings.

E. S. Chetrough
Commissioner

January 1830.

SCALE 600 FEET TO AN INCH

Tappan & Bradford's Lithog^y Boston

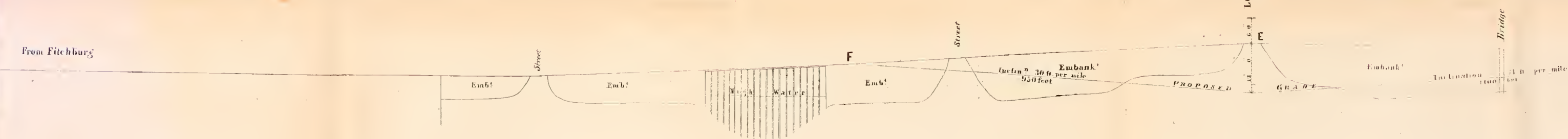
SECTIONS OF RAILROAD CROSSINGS

showing the Changes of Grade
the Commissioner appointed by the Governor to report upon
January 1859.

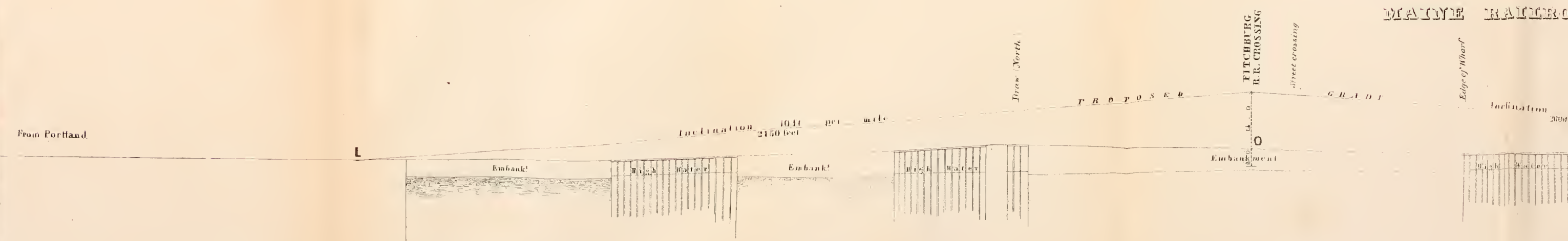
LOWELL RAILROAD



FITCHBURG RAILROAD



MAINE RAILROAD



D CROSSINGS IN THE VICINITY OF BOSTON.

by the Changes of Grades as proposed by

the Governor to report upon a Plan or Plans for avoiding said Crossings.

January 1850.

E. P. Chestnut

Commissioner

LOWELL RAILROAD

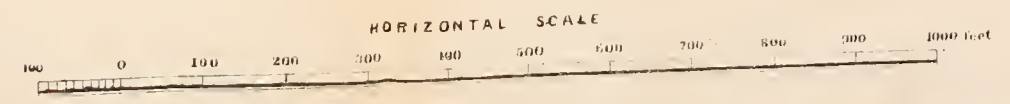
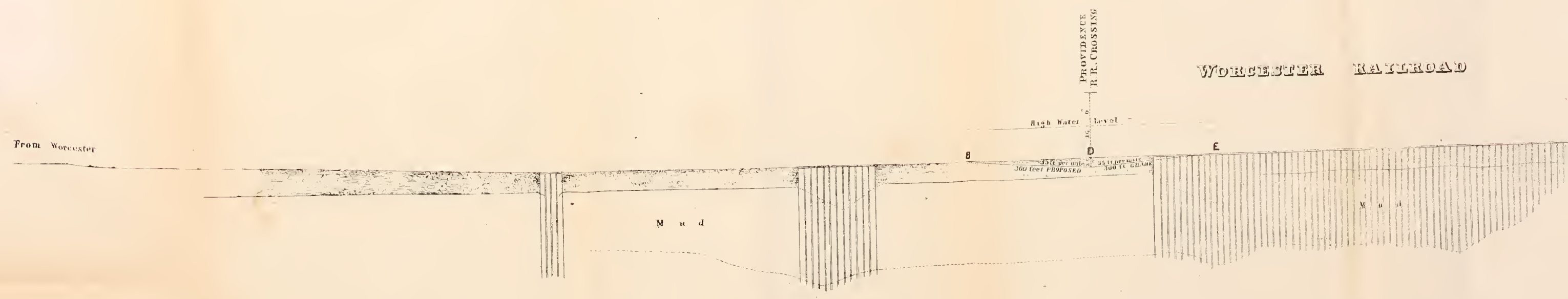
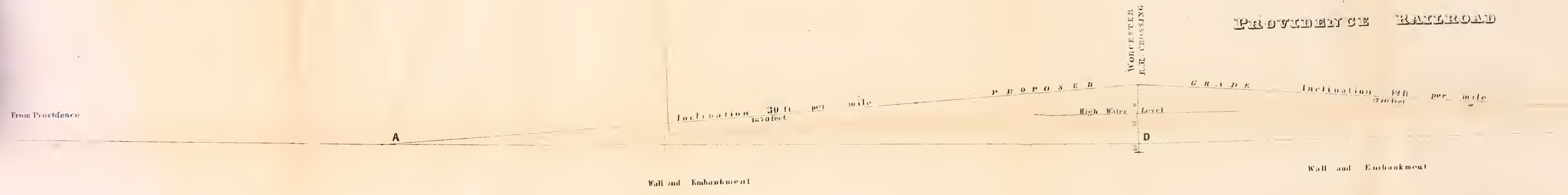
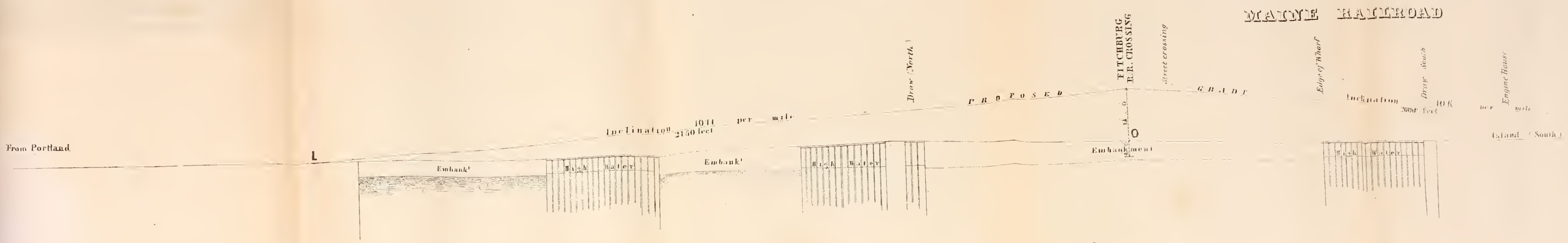


FITCHBURG RAILROAD



MAINE RAILROAD

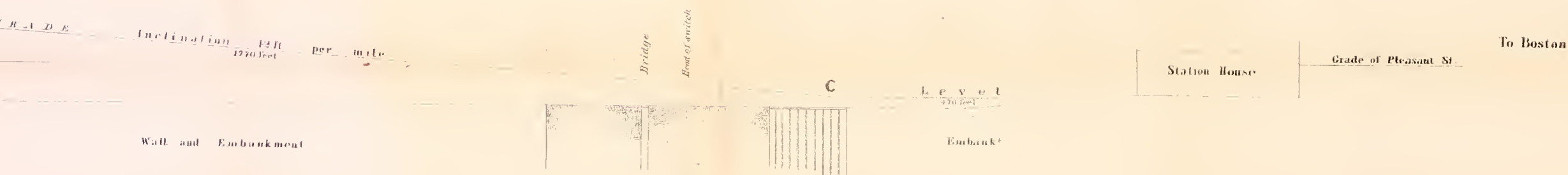




MAINE RAILROAD



PROVIDENCE RAILROAD



WORCESTER RAILROAD



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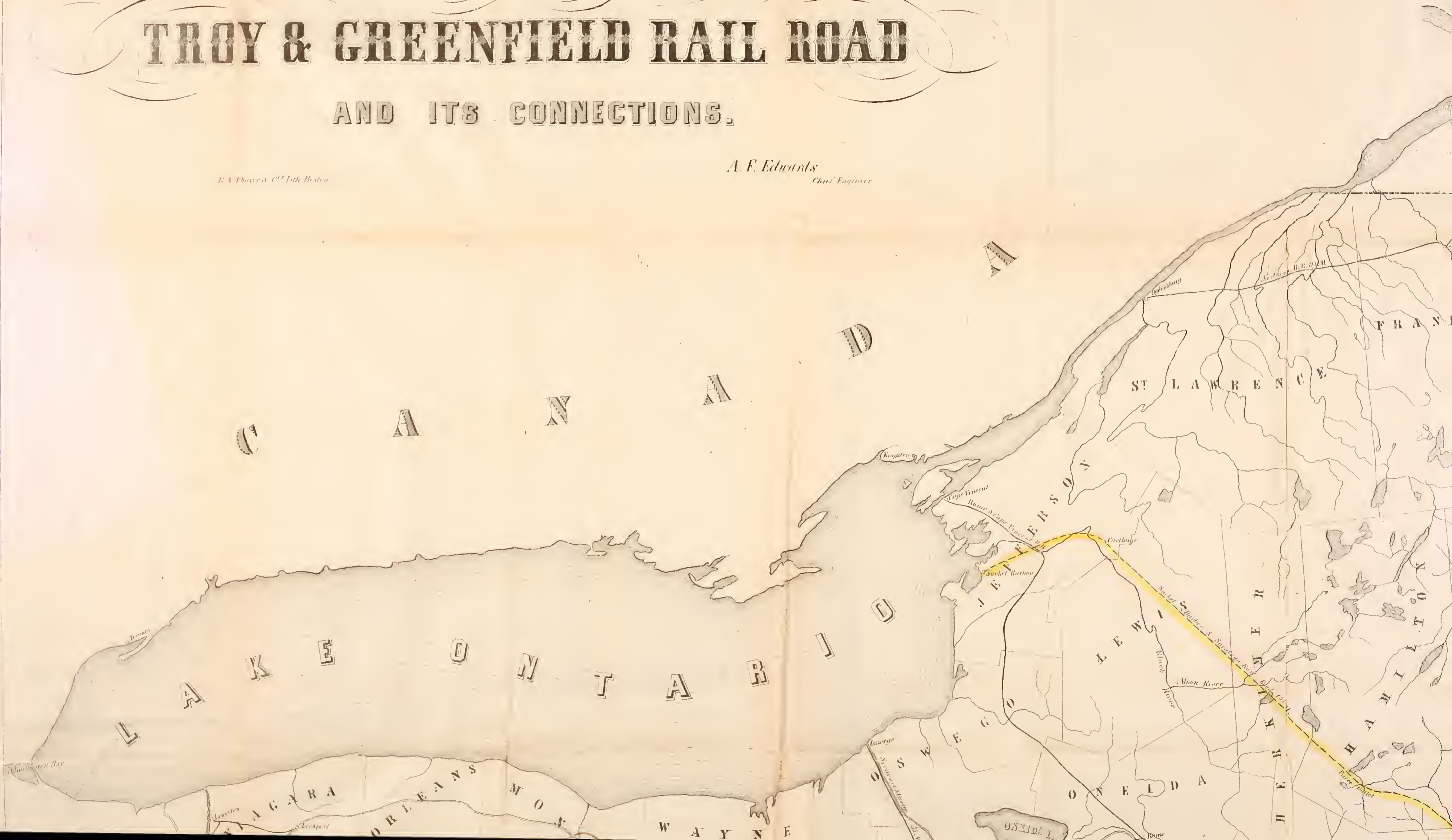
TROY & GREENFIELD RAIL ROAD

AND ITS CONNECTIONS.

E. W. Thayer & Co. Lith. Boston

A. F. Edwards

Chief Engineer









1871

1872

1873

evil they should be considered, is very difficult to ascertain. If it be estimated by what might happen, and what has almost happened, it is truly appalling; but if it be estimated by what has actually taken place, it is very trifling. The impossibility of knowing what shape or direction will be taken by future improvements, likely to be affected by the proposed changes, is an embarrassment, especially when it is known improvements of some kind must soon be made.

The plans suggested, and accompanying estimates, are less in detail perhaps than you may desire; but it is believed they will be found sufficient for general purposes. They are based upon the supposition that the kind of structures already existing, would be merely enlarged and strengthened, or cut down, as the case might require. A due regard to land damages might at some points result in substituting arcades for high embankments; but as already mentioned, nothing is known as to what these damages would be.

In making the necessary examinations, and in preparing the plans and estimates, much assistance has been rendered by my brother I. C. Chesbrough, Civil Engineer, Charles Emerson, an experienced builder of pile bridges, Charles Perkins, Draftsman, and W. E. Ferguson, Assistant Engineer.

All which is respectfully submitted by

Your obedient servant,

E. S. CHESBROUGH, *Commissioner.*

Estimated expense of raising the Boston and Providence Railroad, so as to cross the Boston and Worcester Railroad by a bridge.

180,000 cubic yards embankment (including 98,000 cubic yards for settling in marsh)	
a 25 cts., - - - - -	\$45,000 00
166 feet pile bridge to be raised, a \$9, - -	1,494 00
2 × 126 rods track to be taken up and relaid, a \$2, - - - - -	504 00
Alteration of switches and side tracks, and rais- ing wooden car-house, - - - - -	3,000 00
755 cubic yds. bridge masonry at crossing, a \$4,	3,020 00
Foundations for above masonry, - - - -	750 00
Bridge superstructure, - - - - -	750 00
3,700 lineal feet temporary pile bridge, a \$2, -	7,400 00
Use of old iron, &c., - - - - -	500 00
Depressing the Worcester Railroad, at crossing, two feet, - - - - -	182 00
Amount, - - - - -	\$62,600 00
Add for contingencies, 10 per cent., - -	6,260 00
Total amount, - - - - -	\$68,860 00

Estimated expense of raising the Lowell Railroad, so as to cross the Fitchburg Railroad by a bridge.

25,059 cubic yards embankment, a 20 cts., -	\$5,011 80
1,150 " " side walls, a \$3½, - -	4,025 00
Add for buttresses, or for some other means of sustaining the walls in consequence of extra height, - - - - -	1,500 00
67 cubic yards masonry, raising abutments at two cart passages, a \$3½, - - -	234 50
Amount carried over, - - - - -	16,135 30

Amount brought over, - - - -	16,135 30
113 lineal feet of pile bridge to be raised, <i>a</i> \$10, -	1,130 00
Alteration of Milk Row Bridge, (raising it one foot,) - - - - -	100 00
721 cubic yards bridge masonry at railroad crossing, <i>a</i> \$4, - - - - -	2,884 00
Add for foundations of above masonry, -	500 00
Bridge superstructure at crossing, - - - -	750 00
Temporary trestle bridge (while building abutments), - - - - -	1,000 00
2 × 360 rods of track to be raised, (an average of three feet), <i>a</i> \$3, - - - -	2,160 00
4 street crossings at grade, - - - - -	400 00
<hr/>	
Amount, - - - - -	\$19,695 30
Add for contingencies 10 per cent., - -	1,969 53
<hr/>	
Total amount, - - - - -	\$21,664 83

Estimated cost of altering the Fitchburg Railroad, so as to pass under the Maine and the Boston and Lowell Railroad.

LOWELL CROSSING.

18,000 cubic yards embankment to be moved, <i>a</i> 10 cts., - - - - -	\$1,800 00
15 rods pile bridge to be lowered, <i>a</i> \$33, -	495 00
2 × 140 rods track to be lowered, <i>a</i> \$2, - -	560 00
1,700 lineal feet pile bridge for temporary tracks, <i>a</i> \$4 75, - - - - -	8,075 00
100 rods of temporary track on ground, (the grading materials for which, are to be furnished from the embankment to be moved as above,) <i>a</i> \$1½, - - - - -	150 00
Use of old iron in temporary tracks, - -	500 00
<hr/>	
Amount, - - - - -	\$11,580 00
Add for contingencies 10 per cent., - -	1,158 00
<hr/>	
Total amount, - - - - -	\$12,738 00

BOSTON AND MAINE.

50 rods piled road to be lowered, <i>a</i> \$33,	-	\$1,650 00
100 " of track to be lowered, <i>a</i> \$1,	- -	100 00
3,000 cubic yards earth-work, lowering grade of railway and streets at the crossing, <i>a</i> 25 cts.,		750 00
1 draw bridge to be lowered,	- - -	1,000 000
350 cubic yards protection wall, between the track and street, <i>a</i> \$3,	- - - -	1,050 00
Alteration of tracks and buildings between "junction" and crossing,	- - - -	1,000 00
		<hr/>
Amount,	- - - - -	\$5,550 00
Add for contingencies 10 per cent.,	- -	555 00
		<hr/>
Total amount,	- - - - -	\$6,105 00

*Estimated expense of raising the Maine Railroad, so as to
cross the Fitchburg Railroad by a bridge.*

1,533 lineal feet of pile bridge to be raised, <i>a</i> \$12½,	- - - - -	\$19,162 50
2 draws to be raised,	- - - - -	20,000 00
700 lineal feet pile bridge to be built for track to wood wharf, <i>a</i> \$7,	- - - - -	4,900 00
1,884 cubic yards of bank wall, <i>a</i> \$3½,	- -	6,594 00
3,048 " " of masonry in bridge abut- ments and retaining walls at railroad and street crossings, <i>a</i> \$4,	- - - - -	12,192 00
1,367 cubic yards retaining walls at ends of embankments, <i>a</i> \$4,	- - - - -	5,468 00
27,426 cubic yards embankment, <i>a</i> 25 cts.,	-	6,856 50
97½ lineal feet of bridging at the crossings, <i>a</i> \$15,	- - - - -	1,458 75
3,600 lineal feet of pile bridge for temporary tracks, <i>a</i> \$5,	- - - - -	18,000 00
		<hr/>
Amount carried over,	- - - - -	76,631 75

Amount brought over,	- - - -	76,631 75
2 × 250 rods of track to be taken up and relaid,		
<i>a</i> \$2,	- - - -	1,000 00
120 rods extra side tracks to island, (south,)		
<i>a</i> \$7,000 per mile,	- - - -	2,625 00
Altering switches at south end,	- - -	30 00
Use of old iron, &c.,	- - - -	500 00
		<hr/>
Amount,	- - - -	\$80,786 75
Add for contingencies 10 per cent.,	- -	8,078 67
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Total amount,	- - - -	\$88,865 42

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SENATE....No. 57.

Commonwealth of Massachusetts.

IN SENATE, March 23, 1851.

The Joint Committee on Railways and Canals, to whom was committed the petition of Troy and Greenfield Railroad Company, praying for aid of the State to construct a Tunnel through Hoosac Mountain, report the accompanying Bill.

JNO. H. WILKINS, *Chairman.*

Commonwealth of Massachusetts.

The Committee, to whom was referred the petition of the Troy and Greenfield Railroad Corporation, praying for aid from the Commonwealth to construct a tunnel through the Hoosac Mountain, have attended to the same, and beg leave to submit the following

REPORT:

In presenting their case to the committee, the petitioners base their application to the State for aid, in tunneling the Hoosac Mountain, upon the following, among other grounds.

They claim, in the first place, that there are powerful motives for the accomplishment of this work, to be found in the consideration of the following facts:—

The West is the undoubted granary of the Union, and must supply New England with most of her bread-stuffs.

The direct avenue to this territory is the Erie Canal,—a channel which at times is thronged with a countless number of boats, laden with the produce of the western states. This canal, with the Champlain and the railroads terminating at Albany and Troy, transported and delivered (during the past year,) at these places 2,500,000 tons of freight, a large portion of which seeks the Atlantic. Of this enormous amount of freight, the Western Railroad only brought to Boston 60,900 tons. How much that railroad discharged by the way does not appear, but enough appears to be known to show, that at least 2,000,000 tons remained untouched by that road. A considerable portion of this freight seeks New England, and were the mountain passable by the construction of a tunnel, a large amount would pass through that channel, and the cost and time of transportation would be very materially reduced. These reasons operate with greater force in winter, when our communications by water are cut off.

The citizens of New York have felt this deprivation so severely, that they are expending some \$12,000,000 for another avenue to Albany, which new route is parallel to, and most of the way on the banks of, the Hudson. Our own people are not far behind the citizens of New York, for they too have expended on this route to Troy, now under consideration, nearly \$8,000,000. The petitioners say, (and the committee concur,) that the facts above stated present strong reasons for completing this great work, and by aid of the Commonwealth.

The next question presented by the petitioners for the consideration of your committee was its feasibility. On this point they thought that, after a large number of tunnels of the same general character, have been constructed in Europe, it is quite too late seriously to raise the question.

There are ten tunnels in England, varying from one half to three and a half miles in length, and one in France of four miles. Some of the tunnels in England, in the quantity of rock excavated, exceed the amount required to be taken out of the Hoosac Mountain. The average cost of these tunnels was a trifle less than five dollars per cubic yard, including masonry and all matters necessary to complete the work. The number of cubic yards in this case is about 350,000. At five dollars per cubic yard, the cost will amount to only \$1,750,000, and this sum would be the maximum, based upon the above average. The petitioners introduced other evidence to show that the average price, years ago, on the Baltimore and Ohio Railroad, *including headings*, was only three dollars per cubic yard, and the last mentioned company are now constructing tunnels, whose united length will measure about six miles, at an average price of less than three dollars per cubic yard.

In addition to this testimony, a cross section of the tunnel was submitted, and the working plan and estimate was explained by Mr. Edwards, the principal engineer, and others. In this estimate the chief engineer was required, by the directors of the Troy and Greenfield Railroad, to assume the longest line and the highest cost. By this plan the cost amounted to \$1,948,557, and therefore they pray for aid to the amount \$2,000,000. In their views of this estimate Mr. Ormsby, Mr. Parker and Edwards concurred. Messrs. Felton, Tilton, and other engineers, were offered as witnesses upon this subject, but the committee

did not deem any accumulative evidence necessary. The petitioners proved that the cost above mentioned was reached by a calculation, based upon the old mode of tunneling, with the advantage of the usual steam drills.*

They further claim that recent improvements in drilling, and the character of the rock at the base of the mountain, will warrant the anticipation of a progress, greatly exceeding that made by the old mode of tunneling, and at much less expense.

The character of the rock was explained to the committee, and specimens were introduced, blown out of the line of the proposed tunnel. The Rev. Edward Hitchcock, president of Amherst College, and other scientific men, testified that those specimens were undoubtedly the genuine rock of the Hoosac Mountain, and that it was composed mainly of mica and talcose slate; that the whole of the mountain, from the most relia-

** A brief statement of the highest estimate and longest time for the construction of the Tunnel section of the Troy and Greenfield Railroad.*

The length of tunnel from heading to heading is 24,100 lineal feet.

In volume equal to 15 cubic yards per lineal foot.

Total amount of excavation, 361,500 cubic yards.

Cost of the tunnel per lineal foot, \$69 52, viz :

A, 36 feet, at 50 cents per foot, \$13 50 a yard,	.	.	.	.	\$18 00
B.B, 100 " " 30 " " " 8 10 "	.	.	.	.	30 00
C, 269 " " 8 " " " 2 16 "	.	.	.	.	21 52
<hr/>					
405 cubic feet, equal to 15 cubic yards,	.	.	.	.	\$69 52
Cost per cubic yard,	.	.	.	.	\$4 63½
The whole amount for excavating tunnel,	.	.	.	.	\$1,675,432 00
Masonry, 6,025 perch, at \$5,	.	.	.	.	30,125 00
Air pipes, 1,080 tons, at \$50,	.	.	.	.	54,000 00
Superstructure including iron, &c.,	64,000 00
Engineering and contingencies,	125,000 00
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					\$1,948,557

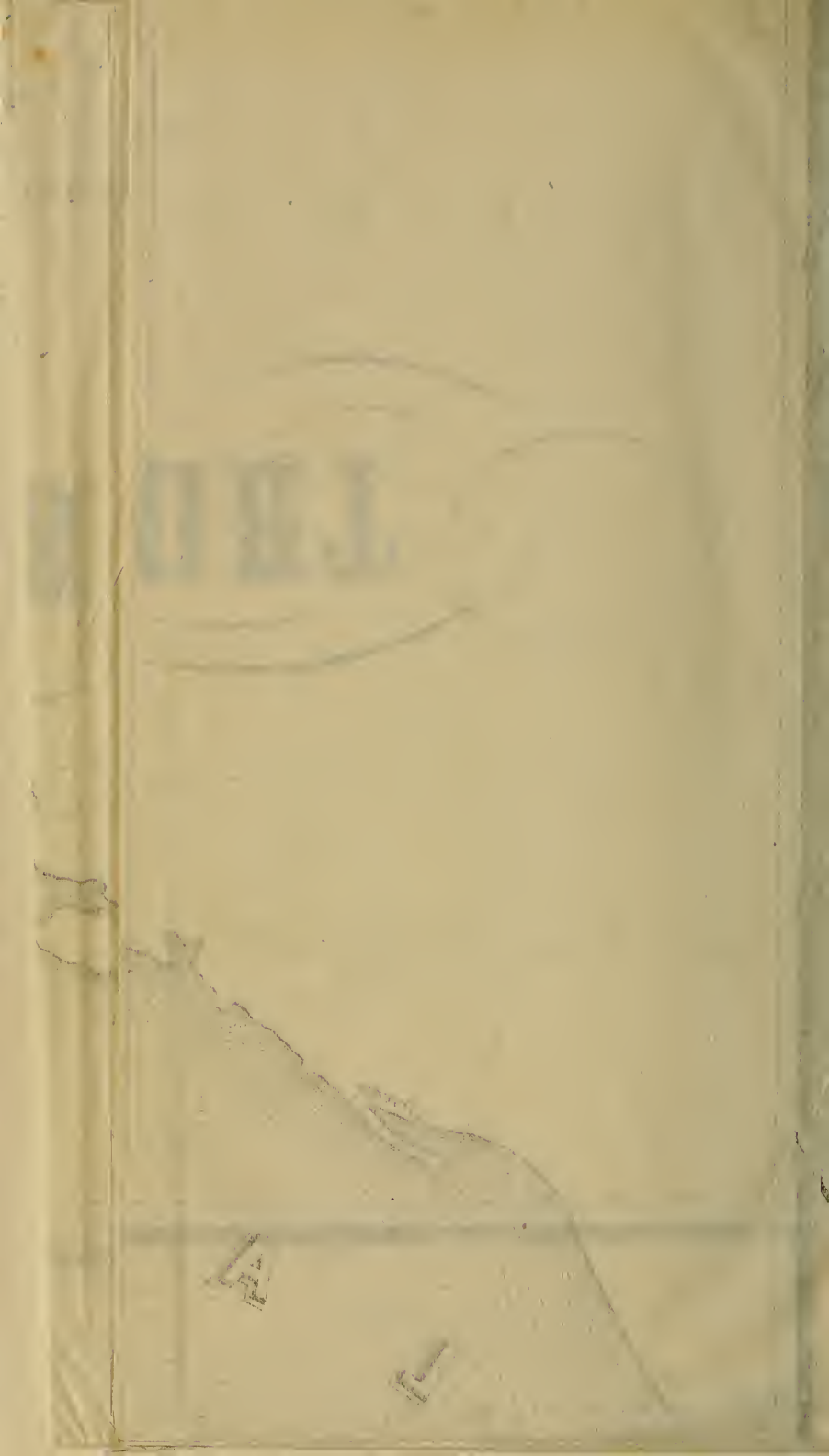
The above calculation is based upon an excavation of the entire tunnel without any shafting, and would occupy 1,556 days.

If a central shaft should be sunk, thus making four working faces, and dividing it into sections of one and one eighth miles each, it would reduce the time of working to 1,054 days.

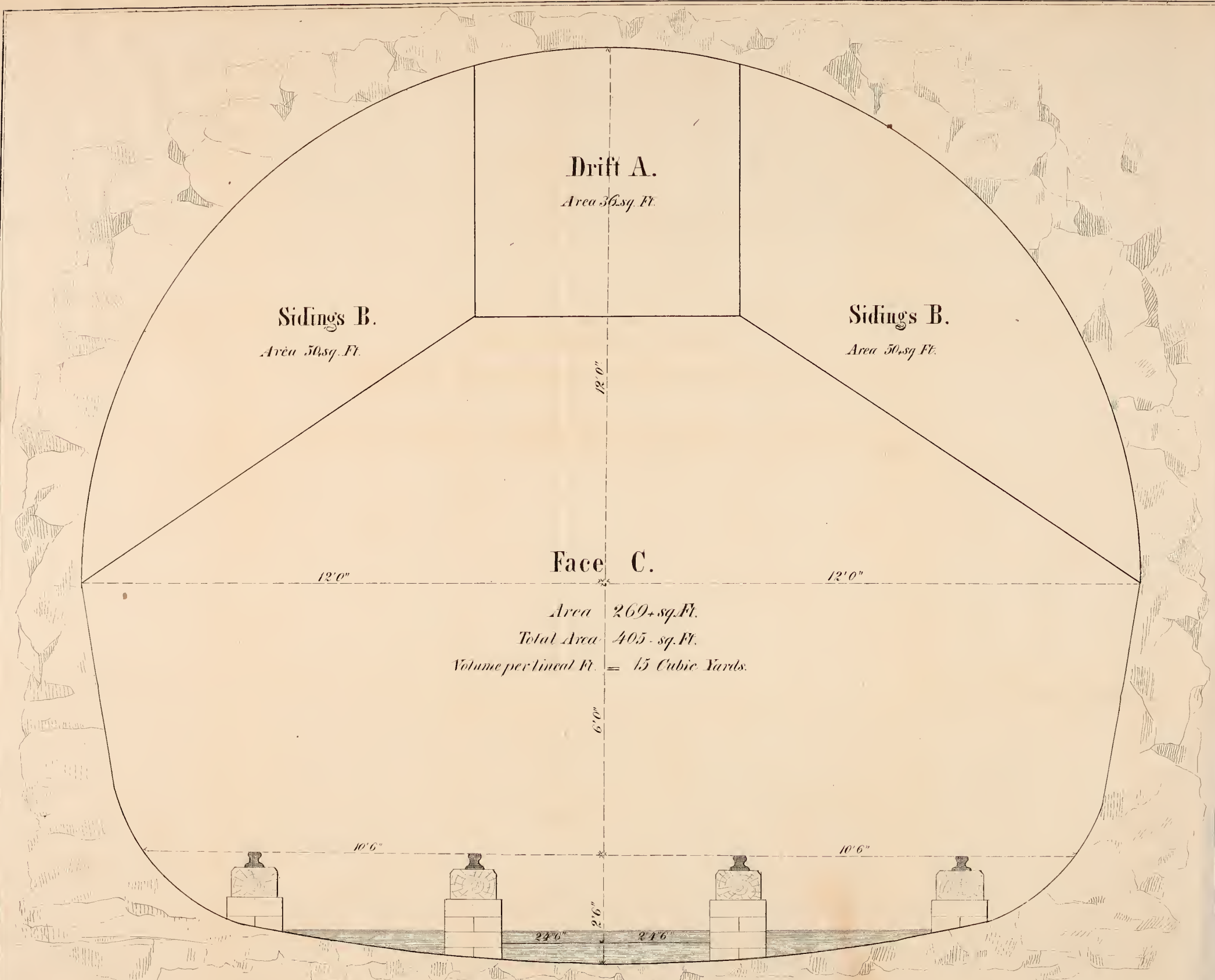
It is to be understood that the above computation is made on the old way of working tunnels, with the increased facilities that the present steam drills now in use will give. Should such improvements be made in the present manner of steam drilling, as has been suggested, and illustrated by models to the directors, by some of the best of our mechanical talent, the time and cost will be very materially reduced.

A. F. EDWARDS, *Engineer.*

Engineer's Office, T. & G. Railroad, N. Adams, March 17, 1851.



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CROSS SECTION OF HOOSAC TUNNEL.

TROY & GREENFIELD RAIL ROAD.

Scale 2 Ft. to an Inch.
E. W. Thayer & Co. Lith. Boston.

A. F. Edwards
Engineer

ble indications, was of the same material, unless some limestone should be found at the the western base. They further stated that the rock is highly stratified and the dip nearly vertical. The centre line of the tunnel passes through the rock at right angles to the stratification, and therefore the rock lies in the best possible position for excavation. Several contractors were then introduced, some of whom, with reference to a contract for the work, had tried the rock with hand drills; they testified that it was far easier to drill and excavate than they anticipated, and they also stated that they would gladly take the contract at the estimate of the engineer, with an agreement that they would excavate ten lineal feet per day on each face through all the mica slate rock, and that they could find no indications of a different material. Upon the foregoing grounds, the petitioners claimed that its practicability is placed beyond doubt, and at an expense not exceeding \$2,000,000. The time required by this calculation would consume from one thousand to fifteen hundred days.

The question last presented to the committee for consideration, was the security offered by the corporation to the Commonwealth, to indemnify and save her from pecuniary loss should the Legislature give its sanction to the petition. The road is forty-two miles in length; it will require, in addition to the proposed aid, a sum which will give the corporation a capital of \$1,500,000. Add to this, the cost of the tunnel, \$2,000,000, and the entire amount of property invested will be \$3,500,000. This road is to be mortgaged to the Commonwealth in the manner provided in the following Bill. In addition to this they are to procure the guaranty of the Vermont and Massachusetts Railroad Company; that road has expended in its construction about \$3,500,000. It is seventy-six miles in length, including branches. From this sum must be deducted a mortgage of \$1,100,000. If the tunnel be built, the last mentioned stock, your petitioners say, will sell for one hundred dollars per share. This statement is based upon the past history of the Western Railroad. In addition, they will pledge that portion of the line in Vermont, which is six miles in length.

Supposing the tunnel to be finished the security would stand as follows :

Capital of the Troy and Greenfield,	.	.	\$3,500,000
Add the six miles in Pownal, Vt.,	.	.	200,000
Vermont and Massachusetts Railroad,	.	.	3,500,000
			<hr/>
			\$7,200,000
Deduct mortgage Vermont and Massachusetts			
Railroad,	.	.	1,100,000
			<hr/>
And there remains stock, at cost,	.	.	\$6,100,000

A greater pledge, they claim, than was required of the Western Railroad.

It may be proper to add, that the prayer of the petitioners is sustained by thirty-two petitions in aid thereof, to which are attached the names of 2,730 persons, and there is no remonstrance; thus exhibiting a degree of popular favor towards this measure which is rarely manifested.

Acting upon these and many other considerations not set forth for want of time, the committee have agreed, *unanimously*, to report the following Bill.

All which is respectfully submitted,

JNO. H. WILKINS, *Chairman.*

March 23, 1851.

Commonwealth of Massachusetts.

In the Year One Thousand Eight Hundred and Fifty-One.

AN ACT

To enable the Troy and Greenfield Railroad to construct a Tunnel through the Hoosac Mountain.

BE it enacted by the Senate and House of Representatives, in General Court assembled, and by the authority of the same, as follows :

1 SECT. 1. The treasurer of the Commonwealth is
2 hereby authorized, and directed to issue scrip or cer-
3 tificates of debt, in the name and in behalf of the
4 Commonwealth, and under his signature and the seal
5 of the Commonwealth, for the sum of two millions
6 of dollars, which may be expressed in the currency
7 of Great Britain, and may be payable to the bearer
8 thereof in London, and bearing an interest of five per
9 cent. per annum, payable semi-annually in London,
10 on the first days of April and October; or the said
11 scrip may be issued in federal currency, payable in
12 Boston, bearing the legal rate of interest of the Com-
13 monwealth and as the Troy and Greenfield Railroad
14 directors shall elect when they apply for each and

15 every issue of said scrip, with warrants for the inter-
16 est attached thereto, signed by the treasurer, which
17 scrip or certificates in the currency of Great Britain
18 shall be redeemable in London, and those in the fed-
19 eral currency at Boston, at the end of twenty years
20 from the date thereof, and in no case exceeding
21 twenty-five years from the first day of October, in the
22 year one thousand eight hundred and fifty-one, and
23 shall be countersigned by the governor of the Com-
24 monwealth and be deemed a pledge of the faith and
25 credit of the Commonwealth for the redemption
26 thereof; and the treasurer of the Commonwealth,
27 under the conditions hereinafter provided, shall de-
28 liver the same to the treasurer of the Troy and
29 Greenfield Railroad Corporation, for the purpose of
30 enabling the said corporation to construct a tunnel
31 under and through the Hoosac mountain, in some
32 place between the "great bend" in Deerfield river,
33 in the town of Florida, at the base of Hoosac moun-
34 tain on the east, and the base of the western side
35 of the mountain near the east end of the village of
36 North Adams on the west.

1 SECT. 2. Whenever it shall be made to appear, to
2 the satisfaction of the governor and council, that suf-
3 ficient provision has been made for the construction
4 and completion of the whole of the Troy and Green-
5 field Railroad, except the said tunnel, and that con-
6 tracts have been made for the construction and com-
7 pletion of said road, with the exception aforesaid, and
8 when the said corporation shall have expended, in
9 the construction of said road, the sum of three hun-
10 dred thousand dollars, and shall have furnished evi-
11 dence of the fact of said expenditure to the satisfac-
12 tion of the governor and council, scrip to the amount

13 of (\$100,000) one hundred thousand dollars, shall be
14 delivered to the treasurer of said corporation; and
15 when said corporation shall have expended the further
16 sum of two hundred thousand dollars, in the construc-
17 tion of said road, and shall have furnished evidence
18 of the fact of said expenditure, to the satisfaction of
19 the governor and council, other scrip, to the amount
20 of one hundred thousand dollars, shall be delivered
21 to the treasurer of said corporation; and when the
22 said corporation shall have expended the further sum
23 of two hundred thousand dollars, and shall have fur-
24 nished evidence of the fact of said expenditure, to the
25 satisfaction of the governor and council, other scrip,
26 to the amount of one hundred thousand dollars, shall
27 be delivered to the treasurer of said corporation; and
28 whenever the said corporation shall have expended
29 the further sum of three hundred thousand dollars,
30 and shall have presented evidence of the fact, to the
31 satisfaction of the governor and council, other scrip,
32 to the amount of one hundred and fifty thousand dol-
33 lars, shall be delivered to the treasurer of said corpo-
34 ration; and whenever the said corporation shall have
35 expended the further sum of three hundred thousand
36 dollars, and shall have furnished evidence of the fact,
37 to the satisfaction of the governor and council, other
38 scrip, to the amount of one hundred and fifty thou-
39 sand dollars, shall be delivered to the treasurer of
40 said corporation; and whenever the said corporation
41 shall have completed the whole of the road, except
42 the tunnel, so that the same is ready for use, the resi-
43 due of said scrip shall be delivered to the treasurer
44 of said corporation, in instalments, as required by
45 said corporation for the completion of the tunnel
46 section.

1 SECT. 3. Whenever the treasurer of said corpora-
2 tion shall receive any of said scrip, he shall, within
3 three months from the receipt of the same, pay to the
4 commissioners of the sinking fund, by this act here-
5 after established, ten per cent. on the amount of the
6 scrip so taken, as a fund; and after the whole of said
7 road is opened for use, fifty thousand dollars annually
8 shall be set apart from the income of said road, and
9 paid to said commissioners, and the whole thereof
10 shall be added to said sinking fund, and be managed,
11 invested, and appropriated, as is provided by law in
12 relation thereto.

1 SECT. 4. The treasurer of the Commonwealth, the
2 auditor of accounts of the Commonwealth, and the
3 treasurer of the Troy and Greenfield Railroad Corpo-
4 ration, for the time being, shall be the commissioners
5 of the Troy and Greenfield Railroad Corporation.
6 The said commissioners shall have the care and man-
7 agement of all the moneys, funds, and securities, at
8 any time belonging to said sinking fund; but the
9 moneys uninvested, and all the securities of said fund,
10 shall be in the custody of the treasurer of said Com-
11 monwealth.

1 SECT. 5. This act shall not take effect until said
2 corporation, at an annual meeting, or at a special
3 meeting, duly notified for that purpose, shall have
4 assented to the provisions thereof, and shall have exe-
5 cuted to the Commonwealth a bond, in such form as
6 the attorney general prescribed on the issuing of scrip
7 to the Western Railroad Corporation, conditioned,
8 that the said corporation shall comply with the pro-
9 visions of this act, and shall faithfully expend the
10 proceeds of said scrip as herein provided, and shall

11 indemnify and save harmless the Commonwealth from
12 all loss or inconvenience on account of said scrip, and
13 that said corporation shall well and truly pay the
14 principal sum of said scrip, punctually, when the
15 same shall become due and payable, or such part
16 thereof as the sinking fund aforesaid shall be insuffi-
17 cient to pay, and the interest thereon semiannually, as
18 the same shall fall due, and shall also, assign to the
19 Commonwealth, by a suitable instrument or instru-
20 ments, of the same form with that or those prepared
21 by the attorney general on the issuing of scrip to the
22 Western Railroad Corporation, their entire road, with
23 its income, and all the franchise and property to them
24 belonging; the whole thereof to be held by the Com-
25 monwealth as a pledge, or mortgage, to secure the
26 performance of all the conditions of said bond: *pro-*
27 *vided*, that the Commonwealth shall not take posses-
28 sion of the said pledged or mortgaged property, or
29 any part thereof, under or by virtue of said mortgage,
30 unless for some substantial breach of some condition
31 of said bond.

1 SECT. 6. In addition to the security provided in the
2 preceding section, the said corporation shall assign all
3 the interest they now have, or may hereafter obtain,
4 in the Southern Vermont Railroad Corporation, and
5 shall also obtain the guaranty of the Vermont and
6 Massachusetts Railroad Corporation to the said bond
7 of the Troy and Greenfield Railroad Corporation,
8 which guaranty the Vermont and Massachusetts
9 Railroad Corporation shall secure by a pledge or
10 mortgage of their entire road, with its income and its
11 entire franchise, and all the property to them belong-
12 ing, which mortgage or pledge is to be subject to any
13 prior mortgage or pledge made by the Vermont and

14 Massachusetts Railroad Corporation ; and the Ver-
15 mont and Massachusetts Railroad Corporation are
16 hereby authorized to make said guaranty, mortgage,
17 or pledge.

1 SECT. 7. The directors of the Vermont and Mas-
2 sachusetts Railroad Corporation, after they have made
3 the guaranty herein provided, to the Commonwealth,
4 shall appoint one director in the Troy and Greenfield
5 Railroad, who shall serve until the next annual elec-
6 tion of said Troy and Greenfield Railroad Corpora-
7 tion, and the directors, first aforesaid, shall have the
8 right to appoint, annually, one director for the term
9 of one year, and said power of appointment shall
10 continue until the liquidation of said debt.

1 SECT. 8. The Troy and Greenfield Railroad Cor-
2 poration are authorized, at any time within one year
3 from the passage of this act, to alter the present loca-
4 tion of their road : *provided*, that the tunnel shall be
5 located and constructed within the limits prescribed
6 by the first section of this act.

1 SECT. 9. This act shall go into effect from and
2 after the performance of the conditions prescribed in
3 the fifth and sixth sections thereof.

ADDRESS

OF

HIS EXCELLENCY

JOHN H. CLIFFORD,

TO THE

TWO BRANCHES

OF THE

Legislature of Massachusetts,

JANUARY 14, 1853.

BOSTON:

WHITE & POTTER, PRINTERS TO THE STATE.

1853.

A D D R E S S .

Gentlemen of the Senate

and of the House of Representatives :—

We enter upon the discharge of the honorable duties which have been respectively assigned to us by the favor and confidence of our fellow-citizens, at a season of signal prosperity in public and private affairs, which calls for a devout and grateful recognition of that beneficent Being, in whose hands are the destinies of nations and of men.

Nor should our gratitude for what He has given us be less fervent, when we reflect, as we cannot fail to do on an occasion like this, upon what in His wisdom it has pleased Him to take away. The past year will be memorable in our annals for the singular mortality which it has witnessed among the distinguished men of the country, and especially of our own Commonwealth. We have been called to unite with the bereaved circles of private friendship, in mourning the departure of those who have fallen in the midst of their labors in the public service, and of others who had retired from various spheres of public duty, which they had worthily and honorably filled. Of those who were in the immediate service of the State or the Nation, the names of Rantoul, of Fowler, and of Thompson, in our own congressional delegation—and of Henry Clay, whose fame belongs not more to Kentucky, than to the whole Union, will readily suggest themselves to your minds.

But I should do injustice to my own feelings, and fail to meet your just expectations, if I did not more particularly refer to the recent removal from the public councils, as well as from the largest sphere of personal and social influence, of one, at whose departure Massachusetts has had the nation for her fellow mourner, and the civilized world a sympathizer in her grief. In the death of Daniel Webster, we can find nothing to mitigate our profound sense of the loss of such an unrivalled intellect, and of such ripe experience from the councils of the country, but a reverent faith, such as hallowed and consecrated his closing hours upon earth, in that over-ruling Providence, "whose wisdom it behooves us not at all to dispute." Massachusetts, in whose service so large a portion of his life was passed, and whose name and history have become so identified with the exhibition of his matchless powers, will cherish, as among her chief treasures, the memory of this illustrious statesman; and in the darkest hours which the future may bring to her, her people will recur to his recorded wisdom for their guidance and counsel.

The administration of the National Government, of which at his death he was so distinguished a member, is soon to surrender into other hands the duties and responsibilities with which it has been invested, during four years of a most critical experience, both in our internal and foreign affairs. For the manner in which it has performed those duties, and met those responsibilities, it may safely appeal to history, as it can now confidently repose upon the unbiassed judgment of the country.

We have lately witnessed a recurrence of that imposing spectacle, the best test of the stability and perpetuity of our Republican institutions, which is presented in a presi-

dential election. After an excited contest, which in any other country would scarcely be terminated without a resort to the sword, more than twenty millions of people have simultaneously, intelligently, and without violence, signified, through the forms of the Constitution, their choice of a Ruler, to guide for the coming four years the destinies of this great empire. Whatever hopes or interests may have hung upon a different result, the result once ascertained and declared, is submitted to without a murmur of dissent, and the machinery of the Government moves quietly on, to carry out the beneficent purposes of the Constitution. No feeling of distrust or despondency among any portion of the people accompanies its movement, nor is it embarrassed by any factious opposition. In giving her vote to the distinguished citizen, who through a long career of illustrious services, had proved his patriotism and his title to the confidence of his country, Massachusetts finds herself in opposition to a very large majority of her sister States. But she will be ready to unite with them all, in sustaining every patriotic purpose, and upholding every sincere effort, which may be exhibited by those to whose hands have been confided the Government of the country, for maintaining the Constitution, perpetuating the Union, and promoting the prosperity of the people.

The relations sustained by the Commonwealth to the government of the Union, and the action of that government on the people of the several States, must be to us at all times matters of deep interest. It is our government, in the same sense, and within its constitutional sphere of action entitled to our loyal allegiance in the same degree, as the government of our own Commonwealth. It was established, not as a league or compact between

independent States, but as a government founded upon the voluntary suffrages of the whole people, in adopting the Constitution of the United States, and declaring it to be their supreme law. While therefore we may properly give expression to our views and opinions respecting its action, and endeavor, through the authorized and constitutional channels, to influence that action in such directions we may deem most promotive of the general welfare, I cannot regard it as any part of our duty, either as legislators or citizens, to exhibit our opinions at such times, and in such modes, as to produce no other effect than discord and ill-will ; or to endeavor, under their influence, to withdraw ourselves from the full performance of our constitutional obligations. The people of the United States have a common history, and a common destiny ; and there are no adequate compensations to the interests of the human race, that will justify any action of States or of individuals, which tends to impair the strength and integrity of that Union, under which the great cause of humanity has been so signally advanced and prospered. By the patriotism of our Fathers, and the favor of a good Providence, there has been established here a great family of States ; and we, as a people, can no more “ calculate the value ” of its Union, than we can, as individuals, calculate the value of the ties which bind us together in the relations of domestic life.

With respect both to the national legislation, and her duties to her sister States, Massachusetts early placed upon record her deliberate convictions ; and she has now no new ground, upon those subjects, for the first time to occupy. In her response to the celebrated Virginia Resolutions of 1798, she declared, that “ being convinced that the Federal Constitution is calculated to promote the happiness,

prosperity, and safety of the people of these United States, and to maintain that union of the several States, so essential to the welfare of the whole, and being bound by solemn oath to support that Constitution, the Legislature feel it unnecessary to make any professions of their attachment to it, or of their firm determination to support it, against every aggression, foreign or domestic. That they are persuaded that the decision of all cases arising under the Constitution, and the construction of all laws made in pursuance thereof, are exclusively vested by the people in the Judicial Courts of the United States. That thus, an amicable and dispassionate remedy is pointed out, for any evil which experience may prove to exist, and the peace and prosperity of the United States may be preserved. And finally, that they feel a strong conviction, that the several United States are connected by a common interest, which ought to render their Union indissoluble, and that this State will always coöperate with its confederate States, in rendering that Union productive of mutual security, freedom and happiness."

I cannot doubt that in the sober judgment of the people of this Commonwealth, this conviction has been gaining strength, with the experience of every passing year since it was uttered. Not the least among the blessings which we have enjoyed, have been the judicial labors of that august tribunal, to which our fathers referred, and to which we must refer, the ultimate determination of all questions, arising out of the national legislation, upon which differences of opinion may arise amongst us.

To that tribunal Massachusetts has recently availed herself of her right to appeal. The long pending controversy between us and our sister State of Rhode Island,

concerning the true boundary between the two States, under the direction of the Executive, and in conformity with the expressed will of the Legislature, has been brought before the Supreme Court of the United States for a final determination and adjustment. An order has been passed by the Court, directing Rhode Island to appear and answer the bill in equity which Massachusetts has filed against her, and this protracted and vexatious controversy will now be decided, by an umpire in whose judgment, it cannot be doubted, both the parties will repose with entire confidence.

Having been summoned from another sphere of the public service, the duties of which I have continued to perform until I was discharged from them by taking the oaths which have just now been administered to me, it will not be expected that upon this occasion I should enter into any detailed exposition of the affairs of the Commonwealth. The opportunity of informing myself in respect to them will be furnished by the Reports of the various departments, and of several Boards of Commissioners, to whom have been intrusted the supervision and examination of many important institutions and interests of the State. As these Reports are received, I shall make them the subjects of such special communications as their contents may require. There are, however, certain topics which it is proper that I should now bring to the notice of the Legislature.

The state of the Treasury is such as to require your careful attention. Without going into the details, which have been furnished to me by the Auditor, and which will more appropriately be laid before you in his Report, and in that of the Treasurer and Receiver-General, it appears that there is a deficit in the ordinary revenues of

the past year to meet the expenditures for the same period, of *sixty-six thousand three hundred and fifteen*, 98-100 dollars. While the receipts for 1852 do not vary essentially from the estimate made and submitted to the Legislature by the Auditor in April last, the expenditures have greatly exceeded it. The excess over the estimate in the items of cost of Legislation and State Printing, amount alone to about *twenty-five thousand dollars*. The cost of legislation has increased, during the last two years, in an unprecedented ratio; the excess for the years 1851 and 1852 over 1841 and 1842, the corresponding years of the last decennial period, being the sum of *one hundred and forty-four thousand and five hundred dollars*. In 1851 a loan of *one hundred thousand* dollars was authorized to supply the deficiency of revenue, upon the issue of 5 per cent. scrip, payable in two years, which falls due on the 1st of July of the present year, and must be provided for. If to this be added the deficit for 1851 and 1852, and the amount anticipated for 1853, together with further necessary appropriations for the new Lunatic Hospital and State Alms Houses, it is the estimate of the Auditor that that there will be at least *three hundred and sixty-three thousand dollars* to be provided for, beyond the ordinary expenditure, without taking into the account the expenses of the proposed Convention for revising the Constitution.

Impressed as I am with the conviction that the law passed at the last session, providing for the calling of such convention, is at least of doubtful constitutionality,—that all the amendments that are really desirable could be made in the manner prescribed for its own amendment in the Constitution itself,—that many of the declared objects for which a Convention has been urged, could be at-

tained by simple acts of legislation,—and that it is neither wise or expedient to subject to a general revision and alteration, a frame of government under which the Commonwealth has so eminently prospered,—thereby substituting experiment for experience, and subjecting the organic law, the only protection of the minority, to the capricious fluctuations of political parties, I cannot refrain from expressing a regret, that for such an object an additional burden should at this moment have been cast upon the Treasury. I submit to the wisdom of the Legislature to devise such ways and means to replenish it, and to ensure its economical administration for the future, as our constituents have a right to expect from the government. If, in consequence of these unusual drafts upon it, there should be a necessity for a resort to taxation, I am confident the people of this Commonwealth, whose resources are limited only by their industry and intelligence, will more readily yield to that necessity, than to the remotest imputation upon their good faith, which would result from a resort to any temporary expedients, that look to the postponement of their just obligations.

At the the last session of the Legislature, provision was made for the sale of the entire body of the Public Lands owned by the Commonwealth within the State of Maine. Under the authority vested in the Commissioners, by the Resolves then passed upon this subject, a proposition from certain individuals for the purchase of all these lands was received, which was acceptable to the Commissioners. The contemplated sale, however, was not ratified by the Governor and Council, as was required by the Resolves, and the sale was not consummated.

I regard this result as fortunate, both for Massachusetts and Maine. For while I cannot doubt that it is

clearly for the interest of this Commonwealth to dispose of this property, it is as obviously for the interest of Maine that she should become the owner of it. The possession of so large a territory within her jurisdiction, by an individual or a private company, through which a power might be concentrated and exercised over the lumbering business, from the forest to the market, highly prejudicial to the government and the people of that State, could not but be regarded by both with serious concern.

While it cannot reasonably be expected that Massachusetts should receive a less price than the fair value of the property, or less than others are ready to pay for it, considerations arising out of our past relations to our sister State, and the obligations of good neighborhood subsisting between us, suggest the propriety of our giving to Maine an opportunity to purchase these lands at a fair price and within a reasonable time; an opportunity which she has not yet enjoyed, as her Legislature has not been in session since the Commissioners were authorized to make the sale. If she declines to avail herself of this opportunity, I recommend that the lands be offered at public sale, in small parcels, for cash, or undoubted security. The security should in no case be a lien upon the land or timber, but independent of both. Retaining such lien, would render it necessary to keep up the machinery and expense of our Land Agency, or the transfer of its duties to some other department, and thereby defeat one object which we should otherwise accomplish by a sale of these lands, that of dispensing with such an agency altogether.

The public charities of the Commonwealth, as embodied and expressed in those noble institutions for the

relief of the poor, whom we have always with us, as well as the destitute and friendless stranger just cast upon our shores, and still more, those in which the State, with a godlike beneficence, ministers to the mind diseased, or stretches out a paternal hand to lead the vicious and the abandoned back to the ways of virtue, I would earnestly commend to your fostering care. All requisite information to guide your action respecting them will be laid before you; and I only desire in this connection to express my readiness to aid in any measures, which may tend to elevate and improve these cherished objects of the solicitude and regard of the people of Massachusetts.

The cause of Education has ever been regarded by our people as second to none of the great interests committed to the care and guardianship of the State. Among the first to enlist the warmest sympathies, and to secure the efficient aid of the early colonists; it has continued to receive from their descendants to the present hour, a constant, if not at all times an adequate, support. Our colleges, founded and fostered by the wise and far-seeing liberality of individuals, from the two mites which were cast into their treasuries by the needy pilgrim, to the princely munificence of their endowments in later days, cannot fail to be regarded with deep interest by an intelligent legislature. The manner in which they have been conducted, has secured for them the foremost rank among similar institutions in the country; and they now furnish to our youth the opportunity of acquiring an education of enlarged and liberal culture. But the peculiar glory of Massachusetts is to be found in the origin and history of our system of Common Schools, which have been cherished and extended, until no child of the two hundred thousand living within her borders, may not, and there

are few who do not, receive in them the rudiments of a common education, at the public charge. This, however, should be regarded but as one stage of our progress in the right direction. It should be the object of the Government, eventually to establish and maintain in them, a system of instruction so thorough and efficient, that every child may have furnished to him at the public expense, an education which will fit him adequately to discharge all the ordinary duties, both public and private, of a man and a citizen. This is an object worthy of the highest ambition of an enlightened and Christian commonwealth; and no enlightened and Christian commonwealth should rest satisfied until this object is attained. That Massachusetts has proposed to itself this high purpose, its legislation for the last fifteen years—in the creation of the Board of Education,—the institution and support of Normal Schools,—the establishment of Teachers' Institutes and School Libraries,—with other kindred measures, clearly indicates. The statistics which will be furnished to you from the office of the Board of Education, and to which, in this connection, I can only refer, will exhibit a gratifying and encouraging progress in this great work; which, like all others of a moral and intellectual character, intended to operate upon an extensive scale, must necessarily be slow; and which, for this reason, must be pursued with patient energy, with no diminution of means or effort, and with no abatement of heart or hope. It will be my pleasure to coöperate with you, and with the Board of Education, in whatever measures may, after mature deliberation, be adopted for the promotion of a cause so beneficent and noble as the education of the whole people.

The Militia of the Commonwealth, for the maintenance

of which the framers of the Constitution have wisely provided, as our only security against the dangers of a standing army on the one hand, or that worse evil, if possible, the anarchy which springs from the impotency of Government to execute its laws on the other, I desire particularly to commend to your favorable regard. I am gratified in being able to state that it is now in a condition of great and increasing efficiency, and that our volunteer corps, by their excellent discipline, and their loyalty to the laws, have justly acquired the reputation of being "second to no body of citizen soldiery in the world." If their services should ever be called into requisition, an occasion for which it is to be hoped may never arise, I should rely with entire confidence upon their fidelity to a soldier's duty, in a prompt and unquestioning obedience to every command, to enforce the execution of the laws, and maintain the public order.

The great interest of Agriculture, whether regarded as the immediate source of human subsistence, or as furnishing the honorable avocation of so large a portion of our people, stands foremost among the subjects of governmental concern in every civilized state. It is to be hoped that the legislation of the last year, in respect to this interest, in the establishment of a "Board of Agriculture," may prove a valuable aid to individual and associated effort in promoting its advancement. The suggestions which may be submitted by the intelligent and experienced agriculturists composing that Board, with a view to the action of the Legislature upon this subject, will not fail to receive your respectful consideration.

The Commerce and Navigation of the country, so far as they may be affected by legislation, are so almost exclusively within the control of the General Government,

as to present but few subjects of consideration, within the sphere of our practical duties. It cannot be overlooked, however, that in respect to one of their most important departments, in which the people of Massachusetts, from the earliest period of their history, have had a larger interest than those of any other State in the Union, the events of the past year have excited deep solicitude. I refer to the Fisheries; in the successful prosecution of which, our people have long been foremost, and to which, as a nursery of her seamen, the whole country has been indebted to a degree that entitles them to the highest consideration of the Government. It is to be hoped that this important interest will receive, through the agency of the proper authorities, a prompt and favorable adjustment of all questions which have arisen in respect to it, and that the valuable rights of our citizens involved in them, will be scrupulously maintained.

There is one other topic, connected with the general interests of commerce and navigation, to which I deem it proper to call your attention. A case has recently been decided by the Supreme Judicial Court, deeply affecting the rights of pilots, and the duties and obligations of merchants and owners of vessels. Until Congress shall think it expedient to pass laws under the power vested in them by the Constitution "to regulate commerce with foreign nations and among the several States," providing for the appointment of pilots, and regulating generally the subject of pilotage, it remains a proper subject of legislation within the jurisdiction of the State governments. Indeed, the first Act of Massachusetts on the subject was passed in 1783, before the adoption of the Constitution of the United States, and when this authority properly appertained to the government of the Commonwealth.

That original statute has been changed and modified by a great number of subsequent acts, making special regulations for pilotage of vessels into and out of the principal ports of the State, and apparently abrogating, to a great extent, the provisions relating to the pilotage through the Vineyard Sound and over Nantucket Shoals; but it would seem from the adjudication referred to, that these acts, in their effect upon the last named district, have been somewhat misunderstood. Perhaps no change of legislation may be necessary; but on a subject so deeply affecting the interests of owners of vessels, the safety of navigators and passengers, and the rights of a hardy and meritorious class of officers, it seems necessary that the laws should not only be just in principle, but clear and explicit in their provisions, and well understood by all persons concerned in their execution.

It is a source of congratulation, that the Manufactures and Mechanic Arts of the country, in many of the most important departments of which, the people of this Commonwealth have so extensive an interest, have in some degree emerged from the state of ruinous depression into which they had fallen. Apart from the vast pecuniary and industrial interests which are involved in their operations, the Manufacturers and Mechanics of Massachusetts have entitled themselves to a generous consideration from the other portions of the confederacy, by what they have accomplished to elevate the character of the country, and to render it, in so great a degree, independent of foreign labor and skill. By their contributions to the arts of civilization and peace, and the stimulus they have given to the inventive genius of their countrymen, they have secured for her, among the manufacturing nations of the

world, a position which significantly answers the threat once uttered concerning us by British power, that "America should not manufacture for herself so much as a hob-nail." We have reached a stage of progress in these important departments of industry, when the question of governmental protection should be settled, as a business question, upon a permanent basis, having a just reference to all the great interests of the country. I think there can be no difference of opinion amongst us, that there is one species of protection, which it is the obvious duty of the General Government to extend to them; and that is, a protection against the fraudulent valuation by foreign importers, of the manufactures of other countries, that come into competition with our own. If, in addition to this, Congress should follow the lead of Great Britain, now the great exemplar of the doctrines of Free Trade, in repealing the duties upon articles which enter into the processes of manufacture, without touching any principle upon which political parties have differed on this subject, much might be accomplished toward restoring this great interest of the Commonwealth to a reasonable degree of permanent prosperity.

In the advancement of this prosperity, it is a mistaken idea that there is any antagonism between labor and capital. They are mutually dependent upon each other, and mutually helpers of each other; and he is no friend to the general interests of the State, or to any portion of its people, who would strive to foment a spirit of hostility between them. Unlike those countries in which long inherited wealth accumulates in a few families, while poverty is the hopeless inheritance of the great mass of the people,—in our favored community, where with few and unimportant exceptions, all men toil, the labor of to-day

becomes the capital of to-morrow; and that is the only just legislation, which, while it protects and guarantees the rights of labor, gives security to the property which labor has earned.

The expression of my opinions as to the true functions of the Executive, and the just limits of legislation, for which I deem this a fitting occasion, will indicate the principles upon which it will be my endeavor to conduct the administration of the government.

By the Constitution of the Commonwealth it is explicitly provided, as one of the chief safeguards of Liberty, that the powers of the respective departments of the Government, shall be kept scrupulously distinct, and independent of each other. In the loose discussions that are incident to all our political contests and controversies, there has been exhibited of late a manifest tendency to disregard this great principle, which lies at the foundation of our Republican system. Both in regard to the General Government and the Government of the Commonwealth, there is a disposition to hold the Executive responsible for specific measures, the initiation and direction of which belong exclusively to the Legislature. It has been found a convenient mode of discussing this topic, with a view to its effect upon the interests of political parties, to speak of the Executive influence upon subjects of legislation. It is enough to say that any such influence is illegitimate, unauthorized, and in its tendency and spirit, a departure from the plain requirements of the Constitution. The functions of the Executive are distinctly defined by that instrument. In my judgment, they clearly exclude even the declaration of his opinion, with respect to specific acts of legislation, unless his information upon the particular subject, the sources

of which are not equally open to the Legislature, enables him to aid them by his suggestions, in the discharge of their duties.

The Constitutional functions of the Executive are two-fold. First, he is to see that all Laws which are enacted are faithfully executed. For a satisfactory discharge of this most responsible duty, he must rely in a great measure upon the coöperation of all good citizens; a reliance, to which in this ancient Commonwealth, so renowned for its love of public order, and the law abiding instincts of its people, no resolute and independent magistrate will ever look in vain. The further duty of the Executive, that of revising all Bills passed by the Legislature, and of giving to them his approval in order to invest them with the force of Law, or of returning them, with the reasons of his dissent, is the only Constitutional agency which is intrusted to him in matters of legislation.

The circumstances under which a chief magistrate, consistently with the views I have always entertained upon this subject, can with propriety exercise what is popularly called the Veto power, are of extremely rare occurrence. There must enter into them, either the elements of a clear conflict with some provision of the Constitution, some manifest mistake on the part of the Legislature, or such a plain disregard of the wishes and interests of the people, as to leave the Executive no alternative, but a refusal to assent to their enactment. I cannot contemplate the happening of either of these contingencies; or of any occasion which can require me to differ with you, in your judgment of what the public interests may demand, either in the enactment of new laws or the abrogation or repeal of any already existing. The

responsibility of legislation is with you ;—and I look forward with confidence to a cordial coöperation with you, in whatever you may judge will most effectually subserve the rights of all classes of our constituents, maintain the public peace, and promote the general welfare.

I think I cannot be mistaken in the opinion, that there has been in this Commonwealth a tendency to an excess of legislation. It was the just remark of an eminent statesman, that “to innovate is not to reform.” Stability, simplicity and permanency in the laws, are positive blessings. Any change, unless absolutely required by the exigencies of the particular case, is in itself an evil. No institution of human contrivance is perfect; and the imperfections of humanity must attach, in some degree, to the wisest legislation. It seems to me therefore, that the wise moderation, which avoids both the extremes, of a blind conservatism which clings to everything that is established, merely because it is old, — and the reckless and impatient radicalism which is ready to adopt every new project or theory, merely because it is new — a moderation which consults that vital element in every well governed community, the adaptation of an established system of laws to the usages and habits of the people, is one of the safest guides in practical and beneficent legislation. In other countries the government assumes many duties which here are left to the individual or associated action of the citizens themselves ; and these relations and functions of the state are with them made fitting, and perhaps necessary, by the want of knowledge in the people. With us, the functions of the Legislature are limited to those objects for which it is the essential and exclusive duty of a Constitutional Government to provide. It is presumed that a people, intelligent enough

to carry on institutions like ours, will be better able to take care of their own interests, than the Legislature, or any other department of the State. But though the character of our institutions prescribes a more limited range to government, and though the history of the country shows, that in general we have followed this rule of conduct, yet we are often tempted to depart from it, under the pressure of sudden or strong excitement, or by appeals to our philanthropy. The tendency to overstep the true limits of legislative duty is not the less carefully to be watched, from the fact that the immediate occasion is often, perhaps generally, a highly desirable end. The principle is important to be maintained entire. The cause of morals has never gained in the long run, by an attempt to give to it an added power through illegitimate legislation; while the severest wounds that have been inflicted upon it, have been those which it has "received in the house of its friends," when it has been dragged by them into the fatal arena of party politics. With so many and such powerful instruments of moral influence as flow from the character of our people, the Legislature may safely keep within the sphere marked out by the spirit of our institutions; always bearing in mind, however, that no laws can be effective which are not sustained by public opinion; and that a law which has not this support, supposing it possible to be enacted, must, from that very reason, become in a great degree inoperative.

The same wise forecast with which, in framing the Constitution, our fathers provided for the enactment, and the execution, of "good and wholesome laws," by assigning to each of the departments of the Government to which these duties were intrusted its appropriate sphere, is also evinced in the provisions of the same instrument

which were intended to secure their just interpretation and impartial administration. It has been the eminent good fortune of Massachusetts, from the earliest period, to be blessed with an able, learned, conscientious and independent Judiciary. Abroad, in all States and nations where the system of the Common Law prevails, — a system, let it not be forgotten, to secure the administration of which, was one of the declared objects of the Revolution, — the opinions and decisions of her Judges, have been received and respected as among the soundest expositions of its principles; while at home, they have enjoyed, as they have deserved to enjoy, the unqualified confidence of all classes and conditions of men. To this department the framers of the Constitution evidently looked as one of the chief supports of our wisely adjusted system of free government. In the perfect independence of the Executive and Legislative power which they secured to it, they provided the only ultimate resource of the weak against the strong, of the feeble and the friendless against the influential and the powerful, in the maintenance of their rights, and in the dispensation of justice. They established therefore the tenure of the judicial office upon such a basis, as effectually to place its incumbents above the reach of all unworthy influences, and, what is of scarcely less importance, above the suspicion of being subjected to them. In whatever else the fond expectations of the fathers of the Republic may have failed to be realized, the judicial history of the Commonwealth, and the general sense of security in the impartial administration of justice, which prevails amongst us, furnish ample proof that this portion of their labors has been crowned with signal success.

A strict observance by all legislators and magistrates,

of these just limits of the various departments of the Government, and a sedulous cultivation among the people, of a respect for laws which are thus enacted and administered, will continue to us, and to our children, the blessing and the boast of our admirable system, that this is "a government of laws and not of men." In all matters of Civil Government, the Law is our only sovereign. The loyalty, which in other countries is rendered to the mere accident of birth, is here due to that invisible but omnipresent power, which we have voluntarily enthroned and established, for our protection and guidance, under the majestic name of Law. A refusal to submit to its requirements, is the most fatal treason to the best interests of the State. It is the only shield between us, as a people, and that wild anarchy, which is more intolerable than the absolute despotism of an imperial or regal tyrant.

Gentlemen :

I have been called to a post of duty which has been made honorable by the unselfish and patriotic services of a long line of illustrious men. I have obeyed this call from no promptings of personal ambition, nor with the expectation of any personal advantage. We are none of us here, in these high places of public confidence, to seek anything for ourselves, beyond what we can enjoy in common with the whole people. We are here to serve the Commonwealth, and to promote as far as in us lies, all her great and growing interests; and to endeavor to leave behind us such a record, as will entitle our names to a worthy association with those who have preceded us, and who have left to us, the precious inheritance of a great and good example.

In the discharge of our respective trusts, let us not forget, that the Constitution has expressly enjoined upon us, as a part of our official duty, to "inculcate sincerity, good humor, and all social affections and generous sentiments among the people." In obeying this injunction, by the exhibition of a tolerant and conciliatory disposition among ourselves, we shall most effectually check the perilous growth of that party spirit, which the prophetic fears of Washington led him to denounce as "the worst enemy of popular governments;" and against which, in his parting counsels, he so fervently and affectionately admonished us. It is a great error to suppose that there is any necessary or just connection, between a firm and unwavering fidelity to our own convictions of political duty, and any distrust of the integrity, or impeachment of the motives, of those with whom we differ in opinion.

Let us then proceed, in a spirit of mutual kindness and conciliation, to the discharge of our respective duties; leaving the contentions of parties to other spheres, to which, if anywhere, they more appropriately belong. For myself, I tender to you, in this spirit, my coöperation in all constitutional measures that you may adopt, for promoting the interests, and maintaining the honor, of our beloved and venerated Commonwealth.

